

ATLANTIC FISHERMAN

Registered U. S. Patent Office

Vol. V

MAY, 1924

No. 4



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“Neptune”**

**Fisherman's
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gave Frank Thomas of
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months' of trap fishing.

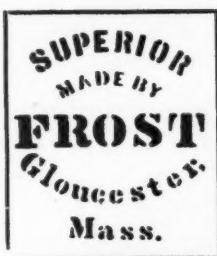


This unretouched photograph was taken of the boot just as it came back to us and shows as plainly as possible the exact condition of this pair. Notice two things particularly:

First — the special Converse "Lap-seam" construction where the top joins the leg, adding extra strength at this point where a boot is likely to break first from constant folding down.

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Finest materials, superior workmanship and years of experience in meeting the exacting requirements of fishermen, have made

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Increased production enables us to fill all orders promptly.

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Wharf Street, Gloucester, Mass.



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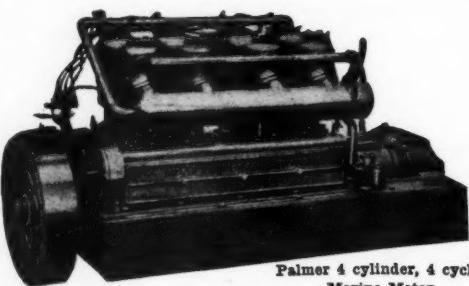


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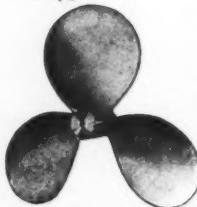
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CINCINNATI, OHIO

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Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purpose to cover the fish trades; nor does it wish to be looked upon as a "trade paper." Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

Atlantic Fisherman

A "FARM" JOURNAL FOR THE HARVESTERS OF THE SEA

Vol. V. MAY, 1924 No. 4

DAVID O. CAMPBELL..... Pres. and Treas.
FRANK ARNOLD..... Manager
ARTHUR W. BRAYLEY..... Editor

Published Monthly at
100 BOYLSTON ST., BOSTON, MASSACHUSETTS

\$1.00 A YEAR 10 CENTS A COPY

Entered as Second Class Matter August
25, 1921, at the Post Office at Boston, Mass.,
Under the Act of March 3, 1879.

Fair Play

We believe that all the advertisements in this paper are trustworthy. As proof of our faith, we offer to make good to actual subscribers any loss sustained by trusting advertisers who prove to be deliberate swindlers.

However, we are not responsible for claims against individuals or firms adjudicated bankrupt, or where estates are in receiver's hands, or against whom bankruptcy or receivership proceedings are pending.

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To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN."

Here's Service

SEVERAL months ago we received word from a reader in Maine, who had ordered goods from an advertiser in the FISHERMAN and had enclosed a check with order but had seen nothing of the goods nor money. In this case we found evidence of fraud on the part of the advertiser, and promptly remitted to the subscriber payment in full for the amount he had sent.

A few days ago a subscriber from New Jersey wrote us a scorching letter of complaint in which he stated that he had sent money for a bill of goods, money nor an explanation. An hour after receiving that complaint we had adjusted the whole difficulty—and everybody was satisfied and happy.

And so we might go on describing similar cases—cases which in every instance have been adjusted to the complete satisfaction of our subscribers.

Nearly every day we receive requests for information from our readers relative to all manner of things concerning fishing and equipment. While we are not always able to answer these questions, in every case we either give the facts wanted or put these correspondents in touch with the proper sources of such information.

Now, folks, we want you to know that such service is a part of our job. If you have any complaint against advertisers, don't go stewing around with it on your chest—put it up to us. If there is something you want to know, let's see if we can't help you.

One of the most highly prized possessions we enjoy today is the confidence of you folks—confidence gained not only by this service we've been talking about, but confidence that has been won by an honest, sound editorial policy as reflected in the stuff we print in the FISHERMAN—conservative but wholesome stuff, without embellishment of sensational headline, without blatant horn-blowing and reckless promise.

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The Call of the Sea

ANOTHER SELECTION OF THE BEST WRITINGS OF ALL AGES DESCRIPTIVE OF THE SEA

For the Fisherman

(FROM THE HALIEUTICON: OVID)

But I would not recommend you to go out in the midst of the ocean, nor to try the depths of the open sea. You will do better to regulate your cable according to each kind of locality. At one time, the spot may be rugged with rocks; such demands the pliant fishing-rods whereas the smooth shore requires the net. Does some lofty mountain send its deepening shadows over the sea, according to their different natures, some fish avoid, and some seek, such a spot. If the sea is green from the weeds that grow at the bottom . . . let him apply patience, and let him watch by the soft seaweed. Nature has designed, in a varied manner, the bottom of the ocean, and she has not willed that all fish should frequent the same haunts; for there are some that love the open sea, such as the mackerel, and the sea-ox, and the daring hippurus, and the gurnet with its swarthy back, and the valuable helops, unknown in our waters, and the hardy sword-fish, not less dangerous than a sword with its blow, and the timid tunnies that fly in large shoals. . . .

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FROM MAINE TO TEXAS

Now regard

Metasap
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**IDEAL NET AND TWINE
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Again and again this preservative has proved its superiority over all others under actual working conditions

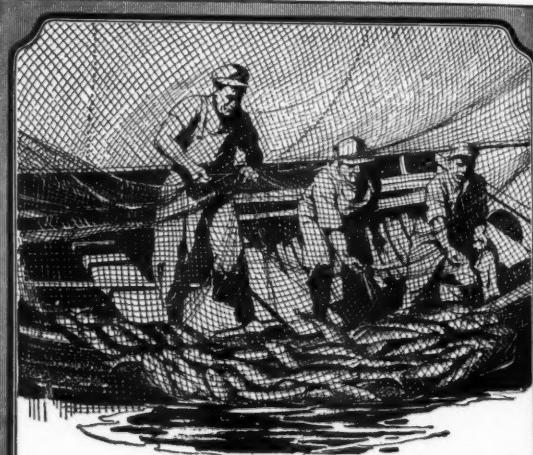
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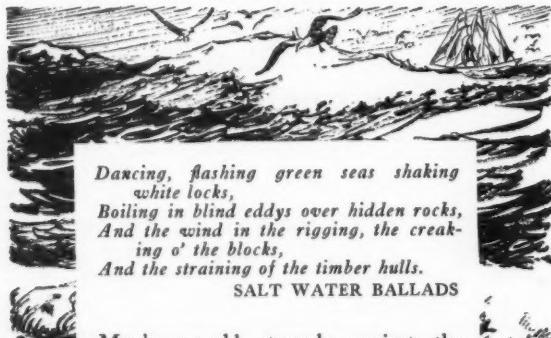
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"The Utmost in Rope Value"
can be obtained specially treated with Copper Oleate, a compound which preserves rope and prevents water mold and destructive marine growth.

Kopper Kured Manila has proved its value to Fishermen during the last year.
Write us for samples, prices and full information.

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*Dancing, flashing green seas shaking
white locks,
Boiling in blind eddys over hidden rocks,
And the wind in the rigging, the creaking o' the blocks,
And the straining of the timber hulls.*

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Man's age-old struggle against the might of wind and wave has proved that good oakum in the seams of a vessel is not only a necessity but is really an investment that pays big dividends.

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NEW YORK NET & TWINE CO.

MOODUS, CONN., U. S. A.

ESTABLISHED 1829 INCORPORATED 1898

ATLANTIC FISHERMAN

The Only Publication Devoted Exclusively to the
Fishing Interests of the Atlantic Seaboard

Vol. V

BOSTON, MASS., MAY, 1924

No. 4

Clipper Fishermen and Men Who Built Them

The Evolution of the Fishing Vessel, From Snows and Ketches to the Modern Schooner

By ALBERT COOK CHURCH

PART II

ALTHOUGH most of us are familiar with the reputation of Essex as being the foremost center of construction of vessels for the fishery at the present time, it is not so generally known that the little town has practically always had that distinction, a fact which is attested to by the very best documentary authority, for many small vessels used in the fishery were built there even before the town bore that name.

During its early settlement, the town was called Chebacco, and the first fishing boats constructed there were a small type of open craft which were called Chebacco boats at that time. These were not the earliest fishing boats used in New England waters however, and as there has been so much interest expressed in this subject, the Atlantic Fisherman takes pleasure in presenting a brief statement of the gradual development of fishing vessels from authentic information covering the earliest types down to the famous clippers of the present day.

According to the old records snows and ketches were employed when the business was first established, and sloops were also engaged in the cod-fisheries at an early date, many of them carrying square topsails. The ketches were smaller than the sloops, and were probably employed to a greater extent than any others at that period. They were open boats, with two masts, the main-mast being nearly amidship and a smaller mast near the stern. In model they were full bowed, round bottomed craft, built full and heavy, and it is likely most of them carried lateen sails with square sails set above them. In the Massachusetts Colony records of 1680, the statement is

made that "We have eight or ten ships (probably snows) of one hundred tons or more, and about forty or fifty fishing ketches of betwixt twenty and forty tons." The snows were generally larger than the ketches, square rigged on two masts, and had a small jiggermast at the stern. The ketch rig was extremely unsuitable for the variable winds along the New England coast, as the yards had to be lowered when tacking, involving much labor and inconvenience to the fishermen, so they began to look about for a more favorable rig.

The first improvement was the development of the schooner rig. The incident which tradition credits with naming the new rig is an old story, but will bear repeating for, perhaps, some have forgotten it. Quoting from the old records: "In 1713 Captain Andrew Robinson of Gloucester built and rigged a ketch, as they were then called; masted and rigged it in a new and peculiar manner. When launched the peculiar motion she made as she glided into the water from the stocks caused a bystander to exclaim, 'Oh, how she scoons!' Robinson dashed a bottle of rum against her bow and exclaimed: 'A sooner let her be.' There seems to be some doubt as to whether Captain Robinson originated the rig however, as there is evidence that the same rig existed some fifty years or more before that time abroad. Undoubtedly the rig was new to these waters and was a great improvement, for the schooners sailed closer to the wind than the clumsy old ketches and were far easier to handle, soon becoming very popular.

About 70 "schooners" were owned in Gloucester in 1741, and many of them were of 50 tons or more, suitable for use on the Grand Bank and other distant fishing grounds. They were of nearly uniform model, with bluff bows, high stern and kettle bottoms, presenting a great contrast to the graceful clippers of the present day. The early schooners were usually without bulwarks

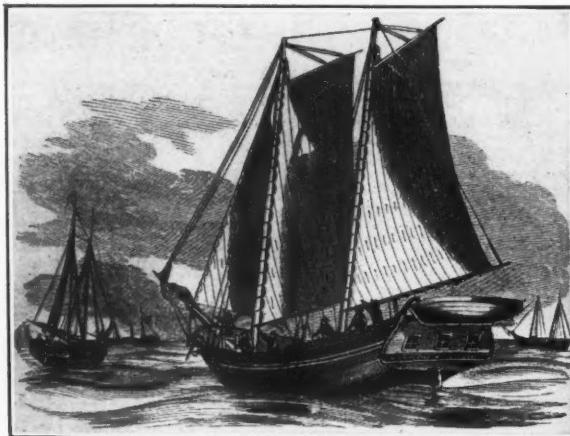
forward of the quarter deck, or at most had but a plank spiked to the top timbers, as at that time it was considered unsafe to prevent the unobstructed sweep of water across the main deck. The quarter deck being so much higher was comparatively dry when the vessel would be all awash forward, consequently the men stood there to fish in rough weather. At that time the cabins were roughly finished and the heavy hemp cables were hove in by a rude log windlass worked by handspikes, while they were steered by long wooden tillers, none of the modern steering devices having been invented at that period. Many

pose of a bitt head, over which was placed the eye of the hawser by which the craft was secured to her mooring. The earliest of these craft were built sharp at both ends and average about 10 tons, but later they were built larger and decked, while many were built with square sterns and nicknamed "Dogbodies." They were rarely ever so large as 20 tons, and at one time, about 1800, there were 200 or more of them engaged in the shore fisheries.

Ten years or more later the size of the sharp sterned craft increased; a bowsprit and jib were added, and a new style of fishing vessel, the "Pinky," was the result, a type celebrated for its seaworthiness and extensively employed in the fisheries for many years. The pinky's chief characteristics were a full round bow, with a gammon knee head, a long floor with kettle shaped bilge and a well modelled run, making the hull resemble somewhat the old familiar cod head and mackerel tail shape. Another feature of these quaint craft was the extension of the rail and bulwarks aft from the stern, sweeping upward rather sharply in a graceful curve until they met and fastened to a narrow raking V shaped transom formed much like the stern of a dory, which was cut out like a crescent at the top to serve as a resting place for the main boom. This was the "pink" from which the type was named "Pinky."

The original pinkies were without bowsprit or shrouds, and had two masts and hempen sails, being about 12 to 25 tons burden. Many of them were built at Chebacco, now called Essex, and afterward they were built frequently at Annisquam. Captain Epes Davis built the first one there about 1800, on the chebacco model, about 20 tons, and she was named the Dromo. She had the usual features of the pinky; two open standing rooms for the men to fish from, one forward and one aft, with hatches to cover them, and was without shrouds or bowsprit. Many of the pinkies were built several miles inland from the shore, and during winter when the roads were covered with snow and ice they were dragged to the water's edge on runners by teams of oxen. When the spring tides came they were rolled into the water and floated from their cradle in the rising tide, then proceeding to the sea. A 55 ton pinky was launched in this manner at one time, a proceeding that must have attracted considerable attention in those days.

One old pinky considered to be a monster at that time was described as being a standing room pinky of 42 tons, with timber heads coming up along her sides about six or eight inches, around which a plank was bent to serve as bulwarks. She had two standing rooms, a fore cuddy with a brick fireplace and chimney, fore and aft sails, but had neither shrouds nor bowsprit. Her sails were made of hemp, then called raven's duck, as cotton duck was unknown at that time, and car-



Morning Star. a Gloucesterman of 1854

of them had such high quarter decks that they were called heel-tappers afterward when a different type came into use.

At the time of the Revolution the fishermen were hard hit and most of the larger vessels were obliged to lie idle. When peace returned few could afford to build or equip large vessels and consequently a smaller type was used. These were the chebacco boats before referred to, which took their name from the town where they were built, now called Essex. The name chebacco has a striking similarity to that of a small vessel mentioned in the French dictionaries, the "chabek," but there seems to be no doubt that our chebacco boats derived their name as here stated, and that both in model and rig they were peculiar to Cape Ann and were first used in those waters. They had two masts but no bowsprit, and were decked over with the exception of a space amidships, where there were two compartments built extending nearly to the sides for the crew to stand in while fishing. The deck had no railing, and in rough weather the compartments were covered by hatches.

The stem was the chief characteristic of the chebacco boat, always standing high above the bow and generally painted bright red, and on account of its resemblance to an ancient battering ram, boats of this type were frequently called "ram's head boats." The stem served the pur-

ried an arrangement called a scout horn to wet them down with when weather was moderate. The scout horn was a pole about fifteen feet long with a leather pocket at one end holding water to throw on them to close them up, the hemp being very porous and not having the wind-holding properties of modern duck. Cooking was done in the old fashioned way in the brick fireplace with brick chimney, fitted with a wooden smoke-stack or funnel which was intended to carry off the smoke, but more frequently did not.

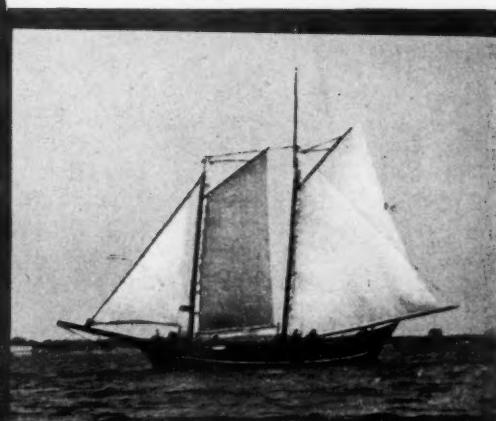
The pinkey was the clipper of her day for forty years or more, until the full bowed, low quarter deck schooner began to come into use, which was about 1840. Most of these vessels were used in the bank fishery, and they were exceedingly rugged

in construction and rig, but were clumsy and slow sailers as a rule, being short spomed and stubby in model. The requirements of the mackerel fishery made swift sailing vessels a necessity, and about 1845 the more ambitious builders began to make some improvements. The bankers were then built with bows fairly sharp for that period and were well designed for riding at anchor, but still were slow sailers. Gradually they were built sharper to attain greater speed for the mackerel fishery, and these were called clippers.

For years vessels had been built along the same general lines, when suddenly one builder, more progressive, departed from the old ideas, sharpening the bows and hollowing the run. But it

(Continued on Page 22)

Some Details of the Pinkey "Maine"



Upper left. Boom crutch cut in the top of the pinkey's V-shaped stern piece. The wheel and travelling tiller make an odd combination when compared to an up-to-date Stoddart steering gear.

Upper right. The "Maine", last of the old pinkies as she appeared under sail. She is afloat at Jonesport, Maine, but is not in active service. She is 79 years old.

Lower left. The old pinkey "Maine", built in 1845 at Essex, as she appeared the last time she came to Gloucester, years ago. *Lower right.* Note the wooden traveller and old-fashioned anchor chain in use on the old pinkey.

Fishing Notes from Maine By "THE FISHERMAN'S DOCTOR"

THE Parkhurst Fisheries Company of Gloucester, Mass., has leased the Joyce & Stanley fishstand at Old Harbor for the season, and has retained Linwood Joyce as manager. Mr. Joyce is now ready to take fish. The Morses are also taking fish. The local trawlers are beginning to get busy, and the handliners have been bringing in good catches. One fisherman, alone, in a small boat, brought in one thousand pounds of hard fish for his day's work. The fishstand at Bass Harbor is taking all the fish the Mt. Desert Island trawlers and handliners can land, and business is progressing.

In spite of the show of herring in the first part of April, bait is extremely scarce in this vicinity. In fact there is none, and the lobstermen are using what bait was left over from last season and what hardfish bait they can pick up.

The many men who built and are building weirs are beginning to have their doubts about a plentiful supply of herring. They realize that weir fishing is a gamble anyhow.

Clyde Torrey of Atlantic has been making some fine catches of haddock in Placentia Sound, and found a ready market for all he could get.

The gale on May 1st was so severe that the island steamer did not leave her dock. At the height of the storm the large motor boat of Captain Cleveland Trask broke from her moorings and was driven ashore. The Burntcoat fishermen spied the accident early and a gang was quickly assembled, who went to the rescue and hauled the boat out of danger before she sustained further damage than staving in two of her planks.

During the storm, bores or miniature tidal waves, came rushing up the harbor and caused a little excitement, but did not do much damage.

Lobsters have been very scarce along the coast, and the frequent storms have interfered with the catching of them. Many dollars worth of traps and gear have been smashed up during the winter and spring seasons. The present price of 25 cents per pound paid by the smacks is some contrast with the 70 cents paid last year. The lobstermen have to go to it, however, and are setting out their traps with good courage, and some few report that business is picking up.

Smack "Crustacean," Captain Maynard Merrick, newly refitted and slick as grease, is again in commission and at her station in Mackerel Cove and Captain Herrick is buying all the lobsters he can get. At present the scarcity of bait is a great worry to the lobstermen.

Optimism prevails among the Maine land-farmers, and the proverbial good courage of our farmers of the sea makes for optimism. If there is any virtue in the old adage that, "Where there's

a will, there's a way," the manner in which the coast fishermen are pitching into the work beokens a good season's business.

Fish are extremely plentiful off the Cuckolds and in the Sheepscott River, and everyone who can get bait is bringing in bountiful catches. But the lack of bait seriously hampers the business. The Boothbay Harbor fishermen report plenty of haddock, but bait is \$2.00 per bushel, and it is difficult to secure any at the price.

Smelt are running plentifully in all the shore brooks.

Maynard Robinson, a fisherman of Boothbay Harbor, has gone to Bar Harbor to bring a vessel back to his hailing port.

Sardine packers from Portland to Eastport are anxious to be operating their factories but cannot get the herring in sufficient quantity. A few factories have been doing a little. The Lawrence factory in Rockland commenced business a few days ago with only a little over fifty bushels of the little fish in sight.

Shad are reported in the Kennebec River, but much less plentiful than in former years.

The Deep Sea Fisheries of Rockland recently shipped a carload of fish to New York City for foreign trade.

The fishermen of Gott's Island have their boats and gear refitted and the Pool affords a sight of much activity.

The packing plant at Oceanville is still busy putting up clams.

Fishermen Kenney and Peverar are building a weir at Moose Island bar.

No mackerel yet in Mackerel Cove. Twenty years ago the cove was full of good sized ones, and many fishermen netted over \$80 in one week using inferior equipment.

Fish Attacks Farmer

If you folks will take the word of a deacon we'll spin you a yarn that will give you something to puzzle over.

The other day Everett Chappell of Lebanon, Conn., a deacon of the church, was passing beneath a maple tree in his yard when he heard a swishing noise above. As he looked up an object struck him on the head and he later discovered that blood had been drawn. The object was a "bullhead," 14 inches in length and weighed just short of a pound.

The nearest body of water is one-third of a mile away. The fish was alive when it struck the ground. There was a heavy windstorm the night before the incident, and as the heavy rains of the week flooded the banks, it is believed that the bullhead was washed on land and swam the temporary rivulets to the tree. How did he get up the tree? Our guess is that the "swish" that Everett heard was caused by the wings of a hawk. What's yours?

The Mackerel Fleet

MACKEREL were reported as schooling in tremendous quantities off the Jersey coast early in May. On May 5 over 400,000 pounds were landed at Fulton Market, New York, and at Cape May, New Jersey. The fish were about a pound each with few large ones. The price was 7 to 9 cents per pound with indications of lower prices.

Captain Percy Firth, who lost schooner Harmony on Rockaway Beach, New York, returned home to Gloucester with an account of the Southern mackerel operations. Captain Firth stated that the first time he made a set, the purser stopped and before the engine was started again the fish were pouring out over the corks in immense quantities. He saved about 20,000. The stopping of the purser probably averted the loss of his seine and seine boat and the whole school.

The second time Captain Firth made a set he scarcely touched the outside edge of the school and took 35,000 pounds which he had when he lost the Harmony while running to market at New York.

Several of the Skippers had trouble with bursting seines so big were the schools.

Around the middle of May the southern cruise was about over, the vessels returning to port to fit for the Cape Shore. Altogether it has been a very successful season with the promise of a big mackerel year.

Steamer Orion, Captain John A. Dahlmar, was high line with nearly \$22,000 stock, with schooner Stiletto, Captain Ralph Webber, a close second with over \$20,900.

The first mackerel fare at Boston was schooner Good Luck, Captain John Morash, on May 16, with 5000 pounds, which sold for 21 cents per pound.

Steamer Three Sisters, Captain Lem Firth, on her southern mackerel trip stocked \$15,060, and her crew shared \$422.87 each.

On May 22 a fleet of 29 netters landed over 7500 pounds at New York. On the same day the Naomi Bruce brought 11,000 pounds of large fish to Boston taken off No Man's Land. The Boston price was 17 cents.

The Cape Shore fleet was ready to get away the week of the 19th.

Migration of Mackerel

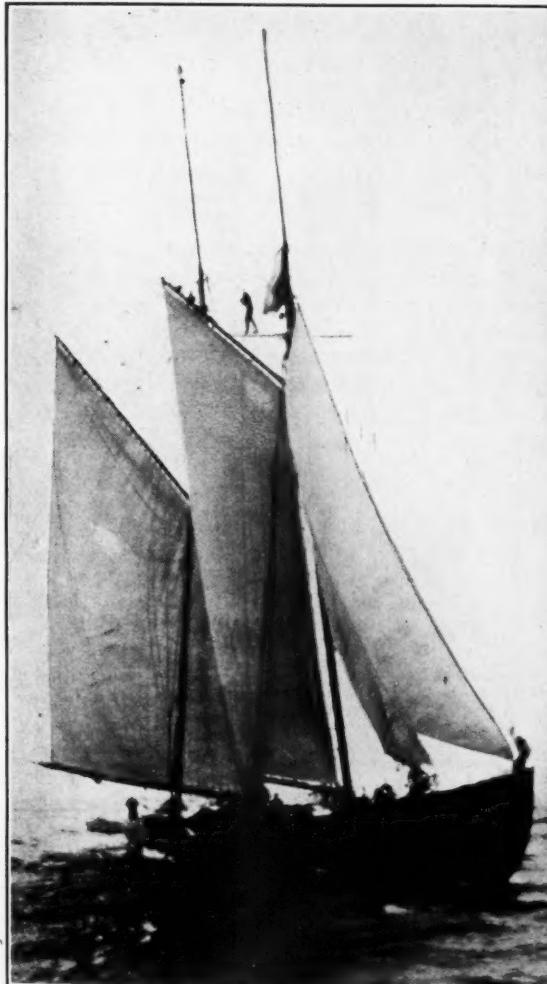
As a result of the study of collected data relating to the Canadian mackerel fishery of 1923, several interesting points concerning mackerel have been established:

The annual migrations inshore and offshore are of mackerel of all sizes from yearling tinkers up, and should not be considered as spawning migrations.

The small mackerel as a rule appear later and disappear earlier than the large mackerel.

The fish appear when the water is rapidly

SOL AND THE SMITH
Makers of Mackerel History



THE KNOCKABOUT BENJAMIN A. SMITH AND CAPTAIN SOL JACOBS

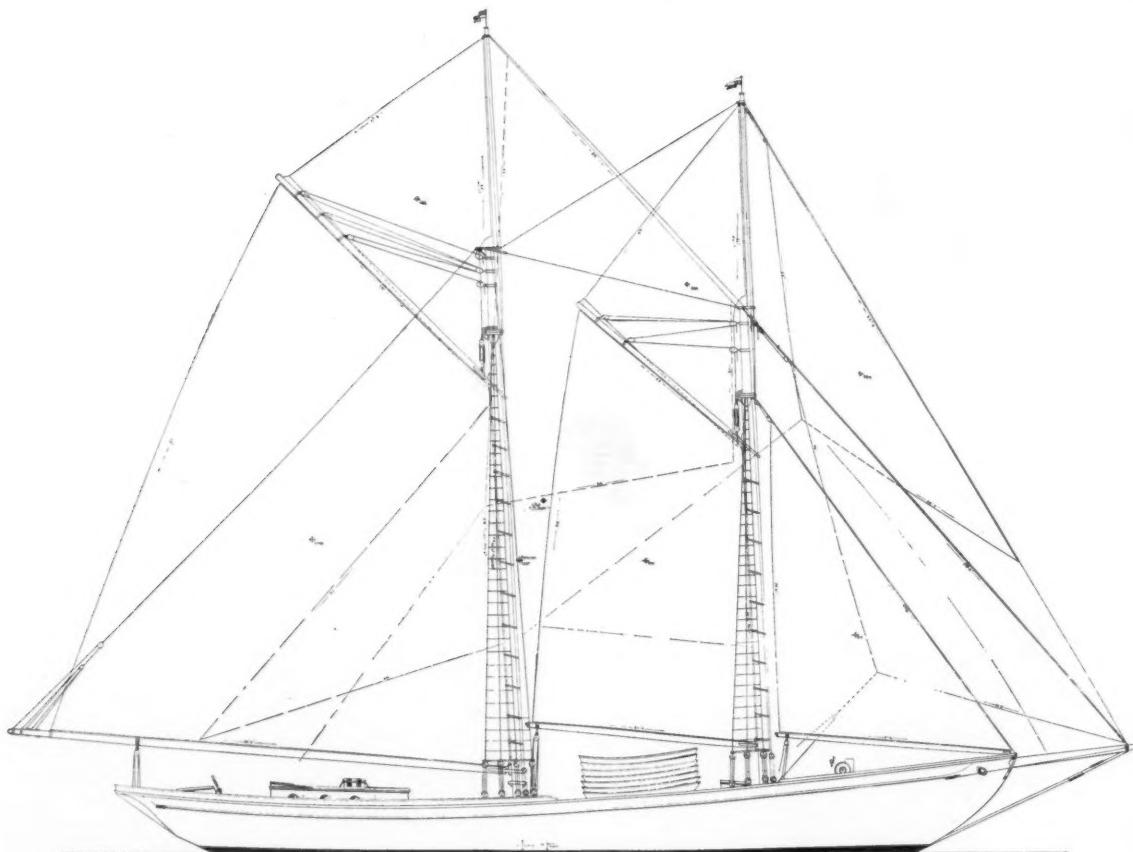
This picture, made about 1909 on the Southern mackerel grounds, shows Sol Jacobs, the king of mackerel killers, at the masthead of the Ben Smith on the look-out for a school. Both Sol and the Smith have since passed on into history.

warming, that is, in May after the ice has been melted; and they disappear when the water is rapidly cooling, that is, in October and November.

They are taken in large bodies near shore chiefly in the first month or so after their presence. They tend to scatter during the summer, but are caught in small numbers more or less along the whole coast. In the autumn they again occur in rather large bodies near the shore.

The mature mackerel spawn shortly after reaching the coast, and this takes place along the whole coast from the Bay of Fundy to the Gulf of St. Lawrence. Only on the Magdalen shallows, that is, the warm southern part of the Gulf, do the eggs develop into fry, probably because the water elsewhere is too cold.

The 107-Foot Falmouth



This fisherman is building for Captain John Williams of the United Fisheries, Gloucester, Mass., and was from the design of Minot & Olsen, Inc., Boston, Mass.

Her dimensions are: Length over all, 107'; beam, 24'; draft, 13' 6"; depth of hold, 8'; length

of fish hold, 25'. Her fuel capacity is 2000 gallons. She will have six pens on a side, and two wing pens. She will be used for halibut fishing.

J. F. James & Son, of Essex, Mass., are building her. Her power plant will be a 100 H. P. Bergsund heavy duty oil engine.

Mass. Legislature Can Aid Fisherman

The rejuvenation of the admittedly decrepit fishing industry of New England, which experts have declared is possible through the formation of a co-operative association, similar to those formed by farmers and dairymen of the country for co-operative advertising, merchandising and marketing of their produce, now depends largely on the passage through the Massachusetts Legislature of a bill sponsored by Mayor MacInnis of Gloucester.

The bill seeks to amend the Agricultural Co-operative Association bill which the Legislature passed last year, so as to include fishing and the fishing industry in its scope.

The passage of the bill would mean that the organization group of some 50 active fishermen, ship captains, vessel owners and business men who have been working for the last nine months for the formation of a co-operative fishing association, would be able to incorporate the association under the laws of Massachusetts, as was their original intention.

The proposed association would extend from Calais, Maine, to Cape May, with probable headquarters in Boston, Gloucester, New York and Nantucket, and by means of intelligent co-operative merchandising would extend to the fishing industry the benefits already derived by farmers through similar organizations.

A 50-Foot Fishing Party Boat

The design of this well-conceived craft will not only be of interest to those who take out fishing parties during the summer, but it will appeal to the all-year-round fishermen as well, for the design is readily adaptable to that of a regular commercial fishing boat.

The *J. Douglas* will operate as a party boat during the coming season in the vicinity of Boothbay Harbor, South Bristol and Monhegan Island on the Maine coast.

She is heavily constructed for this type of service, her keel being of oak sided 6" timbers steam bent 2" x 2 1/4" on 12" centers. Her planking is yellow pine 1 1/4" and 1 3/8" thick, with 1 3/4" white pine deck planking.

Her principal characteristics are as follows: Length over all, 50'; beam, 13', molded; draft, 4' 3"; engine, 40 H. P. heavy duty Sterling; propeller, 34" x 34" Hyde. About 10 m.p.h. is expected. Arrangement plans call for large forecastle with full headroom, pilot house and engine room. Engine will be controlled from pilot house.

The main feature of the boat is the large deck space which will be kept as clear of obstructions as possible. There will be seats all around the

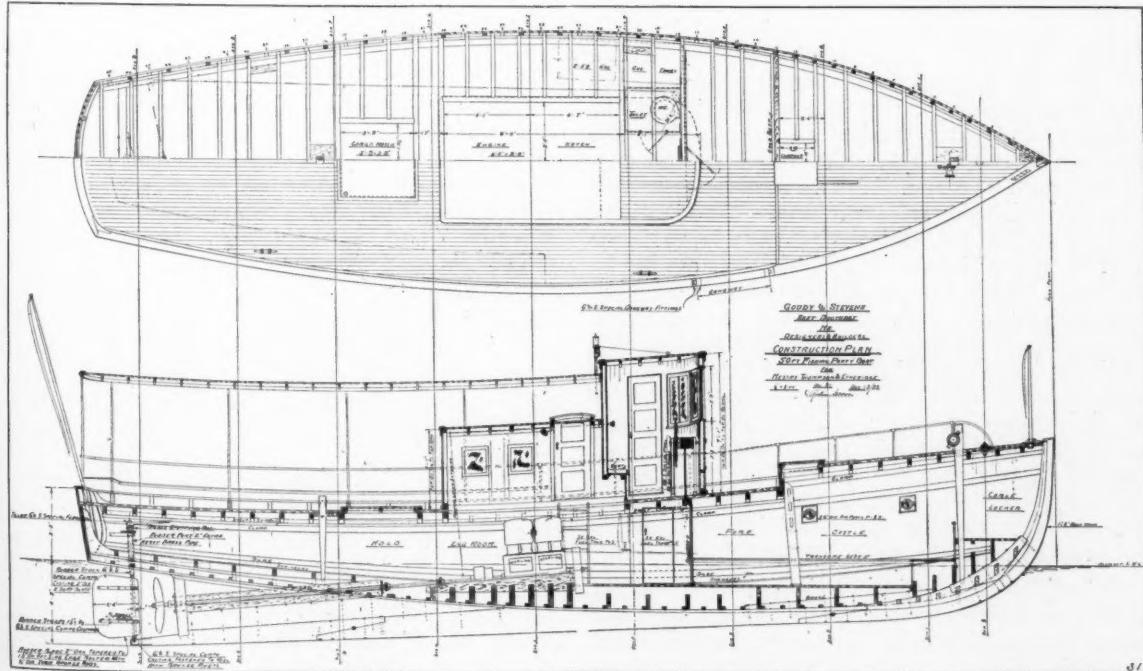
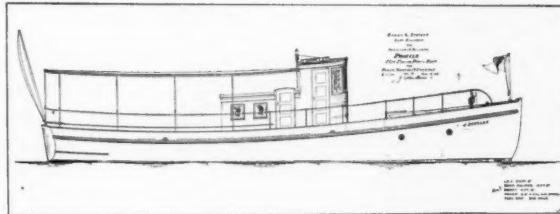
deck extending forward to the wheelhouse; and aft of the wheelhouse is the shelter deck extending aft to the stern.

She will have a full capacity of 200 gallons of gasoline in tanks located on each side of engine room. The hold will be large enough to stow several tons of cargo of a general nature.

All metal work under water around rudder and shaft will be of special castings of manganese bronze.

The *J. Douglas* is owned and will be operated by Messrs. Thompson and Etheridge of South Bristol, Maine. Captain Thompson will act as skipper of the craft, which will be in commission early in June.

Goudy & Stevens of East Boothbay, Maine, are the designers and builders.



Our Washington Letter

By EDWARD NELSON DINGLEY

WASHINGTON, D. C.—Massachusetts has been very much in the lime-light during the last three weeks. President Coolidge's nomination by the Republican National Convention is conceded. National Committeeman Butler from Massachusetts has withdrawn from the Senatorial race, and Speaker Gillett has entered the running, leaving the race open for Speakership, and it will be an interesting race.

Senator Lodge has stolen a march on the League of Nations' World Court advocates, and introduced a resolution in the Senate asking the President, in behalf of the Government, to call a third Hague Conference to consider the establishment of a world-court. In this move, Mr. Lodge has locked horns with Secretary Hughes.

Who will be the next Speaker of the National House of Representatives? If the House is Republican, it will be either Longworth, Madden or Wood of Indiana. It is not likely that a New England man will be selected. If the House is Democratic, the next Speaker will be either Garrett of Tennessee or Garner of Texas, perhaps.

The wet and dry question is likely to be an issue in the coming campaign, and may turn some states from the Republican to the Democratic column. Outside the populous districts and the large cities, no Republican candidate for Congress dares espouse the wet side or a modification of the Volstead law.

All agree that the 18th amendment will never be annulled or eliminated for several generations, if ever; but many believe that the Volstead law will be liberalized. The House Judiciary Committee recently held hearings on this question, and it was a lively hearing. The drys and the wets almost came to blows. The most belligerent were the White Ribbon women! However, there are many who honestly believe that experience shows that the prohibition law as it stands, cannot be enforced. They say millions of dollars have been spent, the State Department has been invoked to keep Great Britain from permitting smuggling of liquor in British ships, and now the fleet of the Coast Guard vessels is to be enlarged at a cost of millions, to chase and apprehend rum smugglers along the coast. Not a few cases of dishonest officials have caused the distrust of many in the efficiency of the law and the rectitude of enforcers. On the other hand, ardent prohibitionists say enforcement has really never been tried.

"Coolidge for President" buttons have already appeared, indicating that the campaign for President has really begun. President Coolidge will be nominated by acclamation, and the proceedings

of the convention will be broadcasted by radio—a novel and interesting experiment.

President Coolidge has won his place and nomination under trying circumstances. He was fairly hurled into the White House by a tragedy; faced with tremendous responsibilities with comparatively little preparation or warning, and forced to encounter unfortunate conditions and revelations for which he was in no way responsible. He won the confidence of the people by calm and steady conduct in the midst of political turmoil and tension. He invariably assumed a conservative attitude, refusing to yield to the demands of the radicals.

The President's creed is economy and loyalty to country and to party. Practicing economy, he vetoed bills passed by Congress if he thought them unwise and unnecessary. The tax reduction bill, the pension bill, the immigration bill, the farm relief bill, all presented serious and perplexing problems. He never wavered in his duty, never hesitated to use his executive power for the public good.

President Coolidge has been placed in a difficult position by reason of the radical defection in the Senate and House. In fact, the Republicans have lost control of both houses of Congress, and the President has been unable to carry out his full program.

Tax reduction has been a hard nut to crack. A Democratic-Radical-Fusion group has been playing politics. It has forced upon the President a tax bill not acceptable to the business interests and not acceptable to the President or the Secretary of the Treasury. The embarrassing position was purposely planned by the Fusion group. "If the President vetoes," they said, "he will be blamed by the tax reductionists; if he signs he will be blamed by the business interests, already burdened heavily."

The Radical group is persistent for radical farm legislation. They want the Government to buy all the surplus farm products, at a fixed price, and give the President power to fix any import duty he thinks will maintain the fixed prices. If Congress fails to adjourn by the time the Republican National Convention arrives, it will be due largely to the Radical group in the Senate.

The opinion here is that the Democrats will be unable to nominate a man who can defeat President Coolidge. The only doubt is about Congress, especially the House of Representatives. Many say if President Coolidge grows in political strength during the next three months as he has grown during the last three, he will carry both

(Continued on Page 31)

Who's Who Among the Skippers

By CAPTAIN CHARLTON L. SMITH

AT SIXTY-FIVE years of age, with a firm tread and a defiant eye, a hardy mariner is fitting his vessel out at Ben Pine's wharf at Gloucester. The schooner's name is Pilgrim. The mariner is that king of halibut killers, Captain Robert B. Porper.

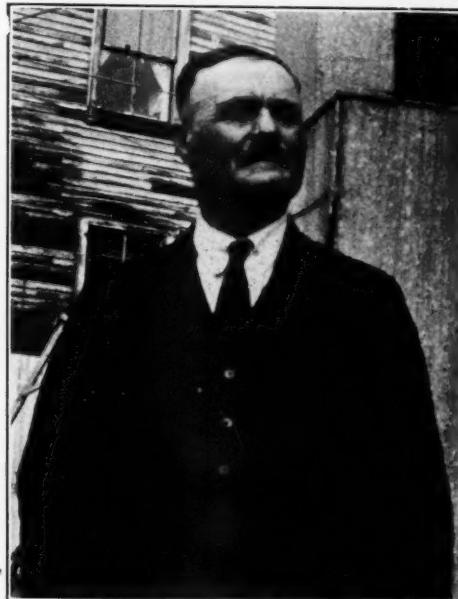
Tough as nails is this tall, well built relic of old ocean's vicissitudes. And were it not for an inherent reticence, enough material could be gathered from his experiences to keep a writer of sea stories busy for many a day. It was from his good wife—not from the modest skipper himself—the few facts here set forth were extracted.

In the year 1859, in far down Guysborough County, Nova Scotia, the future halibut king was born. Although fishing has always been the principal industry there, the lad did no fishing until he went to Gloucester in 1973. But he got an early start, for at fourteen he began his sea training under Captain Henry Matheson in the schooner Mary E. After that he went hand in the Frederick Garen,—Ed Morris, master; then with Captain Bill Wells in the Mary J. Wells and the Bessie M. Wells.

Command then came to the serious-minded youngster. He took charge of the second vessel in which he had sailed as hand. He was Cap'n Bob Porper now—captain of the fine schooner Frederick Garen.

From the Garen, he rejoined the Bessie M. Wells, but this time the skipper's berth was his. Later, he commanded the famous old Gladstone, a plumb-stemmed, crooked-sheered hooker similar in profile to the Carrie E. Phillips, the Masconomo, the Anglo Saxon, the Cavalier, the Waldo L. Stream, the Imperator and his present vessel the schooner Pilgrim.

Captain Robert was hove down in the Anglo Saxon and his probable death with all hands was reported at Gloucester by a returning vessel, whose skipper had all he could do to keep his own craft from succumbing to the blast. A few days later, Bill, one of Captain Porper's sons who was ten years old at the time, looked out the window and saw his father turn the corner from Main Street into Chestnut. A step or two more and he would be home. Bill was so startled at seeing his parent, whom all believed to be drowned, that he fell on the parlor floor in a swoon. Poor boy! The redoubtable skipper is still going strong, while Bill was lost at sea three years ago. He was washed over the side.



CAPTAIN ROBERT B. PORPER

While in the Cavalier, Captain Porper was dismasted three hundred miles to the eastward of Thatcher's. With the resourcefulness of the true sailor he sailed his vessel to within a hundred miles of home, when he was picked up and towed into Gloucester by the U. S. Revenue Cutter Androscoggin.

All his seafaring life a halibut killer, Captain Bob was a driver as well. Let this attest:

In the Cavalier he was gone from Gloucester twelve days; sailed thirteen hundred miles; neither he nor his crew had the clothes off their backs till the hold was filled—five days—and they landed fifty thousand pounds of halibut. This record had never before been even approached. Well may they call him the Halibut King.

Out of fourteen children four are living—three girls and one boy. The boy is twenty-three but is the baby of the family.

Schooner Harmony Lost

Driven ashore at Cape Rockaway, Long Island, N. Y., during a furious southeaster May 1, the schooner Harmony, out of Gloucester, was battered to pieces against a ledge, and its crew of twenty-three men had narrow escapes. The Gorton-Pew Fisheries Company, Ltd., owned the vessel.



Wrecked on the Feejees

Experience of a Nantucket Man, the Sole Survivor of Crew of
Whaleship "Oeno", Who Lived for Nine Years Among
Cannibals of South Pacific

Published by NANTUCKET INQUIRER AND MIRROR

XVIII

ABOUT dark we arrived at the village of Umbawaller. Here we remained for the night. We were now about twenty miles from the ship. Next morning we got under way with a fine breeze and pleasant weather and at night landed on a small island in Wylain bay, about a mile from the ship. There being no huts here we slept on the grass. By daylight next morning we were under way for the ship, where we safely arrived, having been absent twenty days. I was welcomed back with three hearty cheers from the crew, who had given me up for lost. The hogs were taken on board and paid for at the rate of twenty for a musket; the chief received his keg of powder for his services and they all went off well satisfied.

The ship was now ready for sea, and on the 24th of April, 1830, we got under way and steered out, but not being able to find a passage through the main reef before night, put back and anchored at the Island of Anganger. Here we experienced a very severe gale, sent down topgallant yards and masts and housed the topmasts. We rode out the gale, which lasted two days, without any damage, then got under way and went to Myambooza. We sailed from here the 28th, got clear of the islands and shaped our course for Manila.

Nothing out of the common course occurred during the passage. We entered the strait of St. Bernardino on the 19th of June and arrived at Caveeta on the 25th. After receiving a visit from the health officer Capt. Archer, with a boat's crew, went to Manila. The next morning the boat returned. While lying here the schooner Antarctic of New York, Capt. Morell, arrived, having lost his mate and thirteen seamen, who were killed by the savages. On the 28th we received orders from the captain to come to Manila with the ship, and in the afternoon got under way, ran into Manila roads and came to among the shipping.

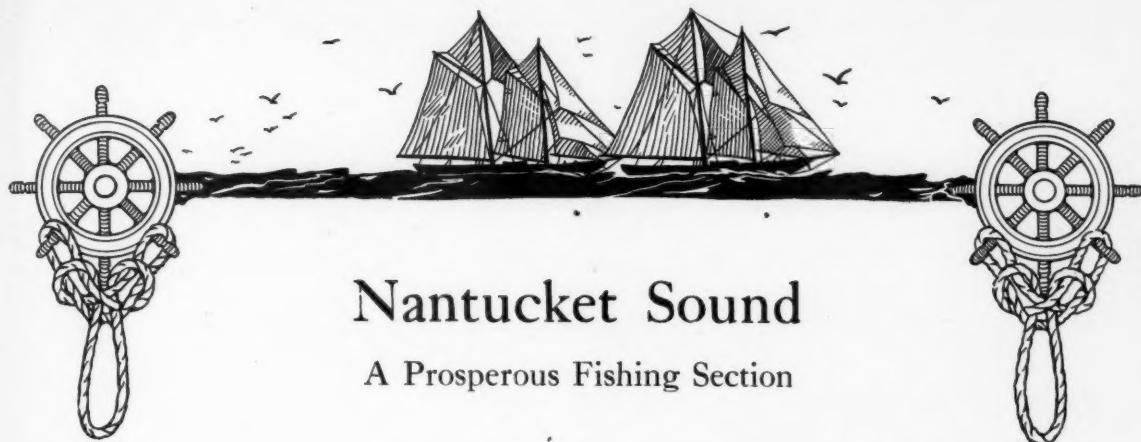
After selling the cargo, Capt. Archer concluded to fit out for another voyage to the islands. I was in hopes he would take a cargo for the United States, as I was quite tired of the beche de mer business and was anxious to get home, but in this I was disappointed. Capt. Archer offered to get me a passage to Canton in an American ship which was lying here, so I concluded to take my dis-

charge and take passage to Canton. I accordingly settled with Capt. Archer and took my things on board the Canton ship. I stopped on board of her two days and was informed by her officers that I should probably have to stop in Canton two or three months before there would be an opportunity to go to America. This discouraged me from taking this method to get home, thinking it would about use up what little saving I had made. I then decided I would join the Glide again if I could get fair wages and continue in her till she went. I borrowed the ship's boat and went to Capt. Archer, told him my determination and offered to go with him for twenty dollars per month, which after some hesitation he agreed to give me.

About the 20th of July, 1830, we sailed for the islands. After getting through the straits we hauled to the northward and crossed the North Pacific Ocean in about the latitude of 30° . During our passage across here, which is called the coast of Japan, we saw a great number of whales and several whale ships. We spoke the ship Zenas Coffin, of Nantucket, Capt. Joy, and two New Bedford ships. We continued our passage for the Sandwich Islands, where we arrived and anchored at the island of Mowee on the 8th of October. Here there were several Nantucket ships and men, and it seemed almost like home to me for a while. Among them was a cousin of mine who could tell me much interesting news from home. The time passed very agreeably. We procured supplies and on the 15th sailed for the Feejeees.

Nothing of consequence occurred during our passage until about the middle of November, when we made Perhhyns island, a low island situated in $9^{\circ} 01'$ South Latitude and $157^{\circ} 35'$ West Longitude. While running along the shore of this island we saw three or four canoes coming towards us. We backed the maintopsail and waited for them. When they got within a short distance of us they set up a terrible shouting and yelling, brandishing their clubs and making all manner of threatening gestures, while still more canoes could be seen coming, but we were well armed and manned and did not fear them. Seeing they were about to surround the ship, the

(Continued on Page 30)



Nantucket Sound

A Prosperous Fishing Section

IN THE days when the whale furnished spermaceti for the best of our candles, pliant bone for a variety of purposes, and oil for many uses, Nantucket, Martha's Vineyard, and the ports on and in the vicinity of Cape Cod assumed a conspicuous position among the whaling centers of the United States.

As far back as 1673 the whaling industry had its start in this section, and in the course of a century ships from these ports had reached a total of several hundred. In 1843, however, the whaling industry on and about the Cape began to decline, and the prosperity of these ports fell off conspicuously. Sea-faring had become but a minor factor in the commercial life of these people.

But it was inevitable that a community which had won riches from the sea in the past should again turn to old ocean to yield it an income the year through. The change came about five years ago when it was discovered that the toothsome flounder, of which the waters of this section yielded abundant supplies, found great favor in the nation's teeming metropolis—New York. The comparatively sheltered fishing grounds permitted winter fishing, which brought boats from outside ports in large numbers. Today the whole section on the southern side of Cape Cod is enjoying a revival of prosperity which promises to overshadow the thriving period of a century ago. Though lobster, scallop, ground and trap fishing play an important part in this era of prosperity, chief credit must go to the lowly flounder. The waters of Nantucket Sound are the banner fishing grounds.

NANTUCKET

This quaint port, of all places on the southern New England coast, has seen the greatest increase in fishing craft and fish taken during the past five years, and particularly during the past two years.

Last winter more than 100 boats from all sections—such as Gloucester, Boston, Martha's Vineyard, Provincetown, Long Island—made their headquarters at Nantucket. These visiting craft, together with the home fleet of 40 schooners and

30-odd fishing boats, constituted the largest fleet of fishing craft operating from a single port on the coast.

Some idea of the growth of the schooner fleet belonging at Nantucket may be gained from the fact that five years ago there were only five or six schooners, whereas today there are 40, with others under construction.

It is conservatively estimated that more than 50,000 barrels of fish were taken in the waters east of Nantucket Island during the past 12 months, principally flounders.

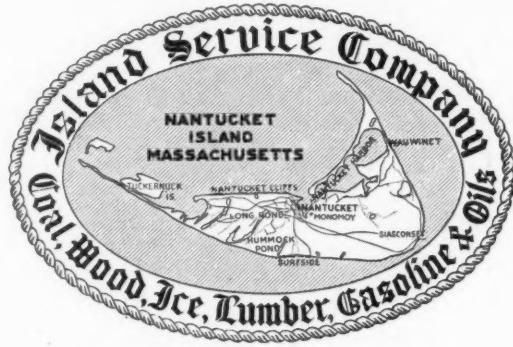
Flounder dragging has proved one of the most profitable branches of all our winter fisheries, the fishermen having averaged from \$1200 to \$1500 during the past six months.

In addition to fish packing houses on the island, more than 20 fish buyers were regularly on hand all winter, assuring the fishermen at all times of an immediate market for their fares.

Besides flounder dragging, which is the principal fishery in this section, other varieties of fish are taken in the summer months. Quahauging and scalloping are important branches of the fisheries of this section. It is said the greatest of all quahaug grounds are off the coast of Martha's Vineyard.

ISLAND SERVICE CO.

It is at the wharves of the Island Service Company, Nantucket, that the majority of the dragging fleet dock. Not only is the ample depth of water at these docks attractive to the fishermen, but the conveniences offered in the way of complete stocks of fishermen's supplies, facilities for shipping the catches, together with free net lofts and club rooms make this plant the logical headquarters of all fishermen. Organized in 1907, this Company is now Nantucket's largest. Aside from business with fishermen, its modern ice making plant, with a capacity of 32 tons a day, affords the chief source of the island's ice supply. This



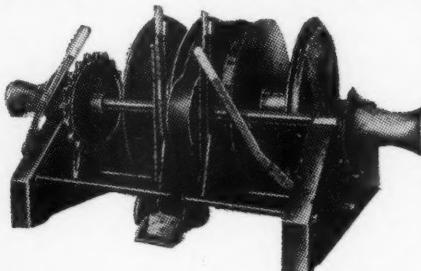
Headquarters for the Fleet

Ample depth Free berths

All Kinds of Supplies and Accommodations



HATHAWAY EQUIPPED BOATS MAKE MONEY



For Hathaway equipment is designed correctly. Development after development has finally led to machines which have been painstakingly perfected in every detail. Ask the owner of any Hathaway-Equipped boat.

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From Sea Cocks to Mast Head lights.
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Repairs for all installations always in stock assuring prompt service at all times. Think what this means in time of trouble.

Do you want a—

Propeller Shaft $3\frac{1}{2}$ " or smaller—Stern Bearing—Good Sea Cocks—Washing Hose—Piece of Drive Chain—New Exhaust Pipe—Electric Deck Light—Trawl Doors—Electric Light Plant—Swivel Shackel— 42 " Propeller— 5 " Copper Tube or $\frac{3}{8}$ "—Air Compressor—

We have it in stock

Agent for Wolverine Gas and Oil Engines

HATHAWAY MACHINERY CO.,

New Bedford, Mass.

concern is also the largest dealer in coal, wood, lumber, gasoline and oils.

PROVINCETOWN

This historic town is also enjoying a new prosperity from her fisheries. During the past three years there has been a big increase in the quantities of fish taken by her fleet. Practically every variety of fish inhabiting North Atlantic waters are caught at times around Provincetown.

In addition to the fish handled by three dealers, a large quantity is cared for by freezers, only four being operated at present.

PROVINCETOWN COLD STORAGE CO.

The oldest, and one of the most efficient of the Provincetown freezers is the Provincetown Cold Storage Co., on Commercial Street. Organized in 1893 it has been operated continuously since then by the same management.

The plant has a ca-

pacity of 150 barrels of fish per day, and is the only direct expansion freezing system operated in the town. An inclined line runs from the boats to the plant, making it easy to unload the catches. A modern ice making plant produces 13 tons a day. Regular shipments to Boston and New York, as well as car lots to Chicago, Philadelphia, Minneapolis, Baltimore, and other cities are handled



A portion of the dragging fleet at a Nantucket dock

regularly by this concern. D. F. Small, the founder of the plant, is president and manager, and L. A. Law is treasurer.

THE NORTH TRURO COLD STORAGE CO.

Situated a few miles from Provincetown, at North Truro, is another highly efficient freezing plant. The North Truro Cold Storage Co. was established in 1893, but the original plant was later destroyed by fire. In 1914 a new plant was erected with every modern improvement. This was the first plant in the United States to freeze whiting—a variety which still holds a prominent place in the business of this freezer. Much of the fish handled comes from their own traps.

With the modern plant the capacity was increased to 300 to 500 barrels a day. Absorption method of freezing is employed. Shipments are made regularly to Boston and New York, and their agent, F. P. Larkin, Philadelphia, disposes of their carload shipments in that and many other cities. The Company also handles bait. Burton S. Hart is president and E. C. Morgan, treasurer and manager.

SAMUEL CAHOON

One of the largest handlers of fish and lobsters in southern New England is Sam Cahoon of Woods Hole, who not only buys for his large clientele of retail stores, but who specializes in large shipments to New York and Boston. He handles annually an average of 1500 barrels mackerel, 2000 barrels flounders, 2000 barrels scup, 1000 swordfish and 100,000 lobsters. 55 lobster boats and daily catches of 7 trap boats were handled by Cahoon last year. He also carries a complete line of fishermen's supplies.

NEW BEDFORD FISH COMPANY

This concern handles the product of the majority of boats in the vicinity of New Bedford, and either buy outright or they will pack for shipping to any point, furnishing ice, barrels, etc. The deep water at the docks of this concern permits the largest of fishing vessels to make berth even at low water. A big part of their business is the supplying of retail stores throughout New England.

Long Distance Telephone

Incorporated 1893

D. F. SMALL, President
L. A. LAW, Sec'y & Treasurer

Provincetown Cold Storage Company

Dealers in

FROZEN FOOD FISH, BAIT AND ICE

PROVINCETOWN, MASS.

SAMUEL CAHOON

Wholesale and Retail Dealer in

FISH AND LOBSTERS

Tel. Conn. Falmouth 660-661 WOODS HOLE, MASS.
A Complete Line of Fishermen's Supplies

New Bedford Fish Co., Incorp.

Wholesale Dealers in

FISH, SCALLOPS, ETC.

Rotch's Wharf
Merrill's Wharf NEW BEDFORD, MASS.
Packing Facilities Unsurpassed

The North Truro Cold Storage Company

NORTH TRURO, MASS.

was the first to freeze Whiting and starting with a High Quality production has made for itself a reputation which has grown with each succeeding year until today its name is synonymous with

HIGH QUALITY FROZEN FISH

Established 1893

RADIO FOR FISHERMEN

Lake Craft to Be Warned By Radio

Broadcasting as an aid to vessels on the Great Lakes is shortly to be inaugurated by WJAX, the Union Trust radio station, Cleveland. This has been made possible by the co-operation of Lt. B. F. Jenkins of the U. S. branch hydrographic office of Cleveland.

Lieutenant Jenkins will furnish WJAX daily with warnings which will be broadcast immediately following the broadcasting of the weather reports. These warnings will cover such items as misplaced buoys, lights and buoys not functioning properly, changes in characteristics of lights, recommended drafts for rivers and harbors, new soundings obtained, reports of shoals and floating obstructions such as derelicts, rafts of logs, etc.,

submerged obstructions reported, such as anchors lost in a confined fairway, and the like.

Broadcasting of these bulletins is an additional safeguard to the ships on the Great Lakes. Although all of this information is broadcast regularly in code by government stations, there are many vessels on the lakes without radio-telegraph receiving sets. On almost every boat, however, there is someone who has an ordinary radiophone receiving set, and upon these sets there may be picked up the messages and warnings.

"In time of severe storm, fog or immediate danger of any sort," says Lt. Jenkins, "radio forecasting of information of this nature may go far toward saving many lives and preventing property loss."

BARGAINS IN SLIGHTLY USED SETS AND PARTS

An opportunity for you to purchase a good radio at much less than original cost. We specialize in the handling of all makes and grades of slightly used sets and parts to mutual advantage, and assist, as well as advise, in the lines of all necessary purchases. As a result, in less than two months we have built up a substantial business, with a large number of satisfied customers in Greater Boston and New England. Those who take the opportunity to visit our show room have a surprise in store for them.

Information gladly given by mail

King's Radio Exchange, 169 Massachusetts Ave., Boston

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On Fishermen and Yachts

Get in Touch With

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Beach 9116

Installations anywhere along Mass. waterfront

by Ex-Naval and Marine Radio men

Karlin & Schlosberg

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130-132 PORTLAND ST., BOSTON

(Near North Station)

RADIO RECEIVING SETS—COMPLETE PARTS
Boston American Super and Acme Reflex in Stock

Famous 4-Tube Copp Circuit Set

Easily mounted on board by any inexperienced person—Complete Parts, \$40

Advice gladly given by our radio experts
Send for our Call and Instruction Book—FREE

RADIO for the VESSEL and the HOME

We carry a complete line of sets and parts

8, 14 and 22 tube Super-Heterodyne Sets a Specialty

Complete sets from \$35 to \$500

Installations Made Anywhere—by Experts
Write for Literature

H. P. HAYES & CO.

"The Latest and Best in Radio"

47 PORTLAND ST., BOSTON (2 minutes from
North Station)

Special Attention Given to Mail Orders

TOWER'S Super-Sensitive RADIO PHONES

BEST
at
SEA

BEST
at
HOME



Recognized as the
WORLD'S GREATEST HEADSET VALUE

For sale by all good dealers

We carry a complete line of radio sets and parts

Write for our radio catalog

HUB CYCLE & AUTO SUPPLY CO.

19 to 37 Portland Street, Boston

LOBSTER NOTES

THE SITUATION

SUPPLIES were received in good quantity during May, coming mainly from Nova Scotia. As the month waned imports fell off rapidly, and will stop completely the first week in June. The Nova Scotia fishermen have applied for an extension of the open season, but there seems little prospect of their getting it. Supplies will now come from Maine and local waters, with some from New Brunswick. Prices to fishermen were about 30 cents the last week of May. Supplies are limited.

Clipper Fishermen and Men Who Built Them

(Continued from Page 9)

was 1847 before the first real sharp vessel was built, named the "Romp," and according to the records when she was completed the men were afraid to go out in her, although when once tried out she was found to be an excellent sea boat. Since that time she made the trip around Cape Horn to California, and many have claimed this radical change in the model of the fishing clippers at that time was the source of inspiration which resulted in the famous American clipper ships which soon after this period in 1851 made our merchant marine so justly celebrated.

During the period of change from full bowed to sharp vessels it was believed unsafe to build a vessel sharp on the rail. It was thought with a full round bow on top and much flare below a vessel would plunge less deeply in the water than she otherwise might do. Most of the vessels typical of that period were of the cod head and mackerel tail type, fairly easy lines forward but with widely flaring bows on deck. The greatest beam was about a third of their length from the stem, and they gradually tapered from that point toward the stern. They were rather straight on deck, and had a heavy drag, being shallow forward and deep aft, with sharp floors, much like the old Baltimore clippers. A striking feature on many of them was a long pointed cutwater or stemhead, with a gilded fiddlehead at the outer end, and richly carved and gilded trailboards along the sides. It was also customary to have gilded mouldings on the stern, and in many cases these were very elaborate. These vessels were frequently called sharpshooters.

Unfortunately, in the effort to obtain speed and initial stability, in order that much sail could be carried with little ballast, a rather shallow, ex-

tremely sharp vessel was produced, with great breadth of beam upon which their initial stability depended. This was the prevailing popular type for many years previous to 1885, the tendency being to produce vessels employed in the deep sea fishery wide, shallow and sharp, as that was believed to be necessary to produce a swift sailing schooner. However, not only did this fail to produce the best results in speed, but it developed a highly dangerous type, for they were liable to capsize in a gale or be tripped by a heavy sea. Such vessels generally filled and sank as they were too shallow to right easily, and between 1874 and 1883, covering a period of ten years, Gloucester alone lost eighty-two schooners by foundering at sea, costing the lives of eight hundred and ninety-five men.

While an increase in depth was a most important feature required, there were many other objectionable tendencies to be eliminated in the typical clipper schooners of that period. The vessels were almost all very wide aft with clumsy stern and flat counters, the mastheads were of the same height above the waterline, and they carried a tremendous jib extending from the bowsprit end to the foremast.

The Grampus was built in 1885 by the U. S. Fish Commission from designs by Captain J. W. Collins, embodying many improvements in model from the type which had hitherto prevailed. She might be said to combine the features of the famous pilot boats of that time, which were weatherly and fast, together with the best features of the fishing clippers of the mackerel fleet. It was at this period that the late Edward Burgess took a hand and produced the remarkable schooners which made him famous, such as the Fredonia and others. The Fredonia, one of the greatest fishermen ever built, was built by James & Tarr at Essex. On one occasion she is said to have logged thirteen miles per hour for twelve consecutive hours, and in a special match race with the Boston pilot boat Hesper for \$6000 a side she beat the pilot boat handily. Charley Harty was her skipper at the time. D. J. Lawlor of Boston was another designer who took a hand at the fishermen, and the Harry Belden, winner of the famous fishermen's race of 1901, was modelled by him. Captain George M. McClain modelled the little Lottie S. Haskins, a smart vessel of 70 feet which won first prize for small vessels in the same event. The Burgess schooner Carrie Phillips, a white schooner with plumb stem, was the first to be fitted with a pole bowsprit, doing away with the long jib-boom then in common use.

(Continued on Page 30)

TO THE SOUTH'ARD

Poorest Shad Catch in 20 Years

Shad, generally conceded to be the most delectable fish caught in the waters of the Wicomico and Nanticoke Rivers with the possible exception of Rock, are extremely scarce this season according to watermen who have plied their trade in the territory contiguous to these two streams.

Charles L. Dickerson, well known fish and oyster dealer conducting a business at the Pivot Bridge for the past 20 years, stated recently that never in his experience of two decades in the business has he seen such a scarcity of shad.

When asked as to what he believed to be the cause of the shortage, Mr. Dickerson stated as his belief that the ever-increasing number of seines being placed in the bay beyond the mouth of the rivers was responsible and precluded a possibility of any great number of them finding their way into the smaller streams.

Many fishermen have reported fishing all day for shad and coming back empty handed, and ten boats in the vicinity of Upper Ferry, which went out to fish pounds, returned with seven shad.

On the lower Nanticoke the species is said to be practically extinct this year and many men accustomed to make a living from this source are said to be turning to other forms of employment, although some few are being caught around Sharpstown.

Mr. Dickerson, who usually ships several barrels a day to city markets has consigned to city markets but one barrel during the present season being able to but supply his home trade.

Notwithstanding the shortage, the prevailing prices are said to be but little higher than last season.

Warns Shellfish Packers and Shippers

Under the heading "Notice to Packers and Shippers of Shellfish," H. W. Redfield, chief of the New York Station of the U. S. Department of Agriculture, Bureau of Chemistry, has distributed a warning to all concerned against careless methods of handling shellfish.

The points in the communication which were particularly stressed, follow:

To offer for shipment, or ship, in interstate commerce, shellfish which have been permitted to become contaminated or filthy, is a violation of the Federal Food and Drugs Act.

Proprietors of shucking houses are warned to keep their establishments clean.

The Bureau of Chemistry intends to apply the terms of the Food and Drugs Act to polluted

shellfish, both shucked and in the shell, and is now warning packers and shippers who are not already operating establishments in a sanitary manner to immediately make such changes as to insure their output being in compliance with the law.

Agitation Against Net Fishing

There is much agitation in the Cape May section of New Jersey against net fishing in the Bay, such operations being held responsible for the diminishing supplies of fish of all kinds.

Congressman Isaac Bachrach, of the Cape May district, has introduced a bill in Congress to secure regulation and protection of the state fisheries. The purpose of the measure is to place in the hands of the Department of Commerce control of the taking of migratory fishes during the spawning season.

No Falling Off in Virginia Shad Supply

According to Commissioner McDonald Lee of Virginia there has been no serious depletion of the shad supply in Virginia and North Carolina waters. For the past thirty-five years he has been a close observer of the shad fishery in this section and he fails to see any falling off in the supply in the past twenty years.

Though the spawning grounds have been reduced tremendously, and the brackish and fresh waters have become more obstructed and polluted, he argues that these natural obstacles have been offset by the great destruction by fishermen of the enemies of the shad such as the shark, dogfish and other predatory fishes.

Oyster Season a Fair One

What was probably the last load of oysters of the season to come to Elizabeth City, N. C., were brought into port recently by Captain Pelig Midgett of the schooner W. M. Hill. April 24 was the end of the oyster season, and the bivalves are not eaten much afterwards as they are generally of poor quality during the hot summer months.

This has been a very good season for the oystermen and the loads that have been coming in average two hundred bushels according to Captain Midgett.

The dredging was especially good in Pamlico Sound and this is where most of the oysters coming into Elizabeth City were dredged, according to Captain Midgett, his being the Long Shoal River oysters, which are caught where the river enters the sound. The State has planted many new beds in the sounds during the past two years.

A Life Sketch of Captain John A. Beal*

On the Isle of Beals, in the town of Jonesport, Maine, on the 23rd day of April, 1858, a small boy first saw the light of day.

Brought up by a Christian mother and a fisherman father, at the age of eleven years he made his first trip with his father in the schooner *Traveler* to the fishing banks in the Bay of Fundy.

For seven years following he fished as hand on vessels off the coast of Maine. A part of his winters were spent at fishing in the Bay of Fundy, and a part in going to school. It was on one of these winter trips to the Bay of Fundy that he came near to drowning, being lost overboard from an ice-coated bowsprit and coming up some distance from the vessel. His father, being a good swimmer, jumped overboard and rescued him just as he was going down for the last time. This was in the year 1871, when he was thirteen years of age.

In the year 1875 he took command of the schooner *Essex*, fishing in her four years in the Bay of Fundy and off the coast of Maine summers and part of the time winters going to sea.

In the winter of 1876 he came near being lost on the coast of Florida in a heavy gale on the lee shore, being saved only by a change of wind.

He took command of the schooner *Magnet* in 1880, fishing off the Maine coast and Bay of Fundy for three years.

In 1883 he was shipwrecked on Le Have Banks in a big gale, on schooner *Mary E. Hagan*, of which he was captain at that time, being towed in by schooner *Josie May*.

In 1884 he gave up fishing and built a grocery store and fish stand at Beals, which he ran for sixteen years, making good, and in 1901 selling out to C. H. Beal.

That same year he built a dry and fancy goods store with Post Office. In 1902 he was appointed Postmaster for Beals, Maine, which office he held for eleven years.

In the spring of 1913, owing to failing health, he was obliged to sell the store and resign from the Post Office. As the result of a surgical operation, he practically lost the use of his left leg for life.

During the time since 1885 he has been deeply interested in shipping of different classes, has owned in thirty-four vessels, and has been managing owner of seventeen of them. At present he only owns in two, the schooners *Lovina M. Snow* of Rockland and *Lizzie J. Clark* of Jonesport, Maine.

He has done considerable towards building up

*NOTE: This life sketch of Captain Beal was sent us just before his death, and was the last bit of writing from his hand. Our records show that Captain Beal was our third subscriber. From the very beginning he was always a strong supporter and valued friend. We are sure he would be happy to know that his last writing was published in—what he considered, and so wrote us—"the best little paper for fishermen ever published." —Ed.

the Island, has built two stores, two fish stands, one church, nine dwelling houses, and has also been interested in other branches of business.

He has done considerable traveling over the United States to the Pacific coast and to the British Isles. He has served seven years on the Board of Selectmen for the town of Jonesport.

He was married in 1879 to Miss Cordelia C. Kelley. They have never had any children of their own, but have brought up two boys and one girl.

He is still engaged in the lobster business, owning in two lobster pounds. He never failed to get a trip of fish in the seven years going as master of fishermen.

Captain Beal Passes Away

On April 3, 1924, Captain John A. Beal died at his home in Jonesport, Maine, and is now resting awaiting the "Great Captain's" call, which he was prepared to answer, having become a Christian a few years ago. He was a member of the Adventist Church at Beals, and was always a faithful worker in church affairs.

Captain Beal was a highly respected citizen, a member of the Jonesport Lodge F. & A. M. No. 108, and was always spoken of as the "father of Beals" (Maine). He was always mindful of those in need and ready to help a good cause. He was a staunch Republican in politics.

Captain Beal leaves to mourn his loss a wife, Cordelia C. Beal; four sisters, Lucinda J., Amy A., and Maggie S. Beal, and Charlotte A. Faulkingham; also five brothers, Freeman W., George W., Charles H., Nehemiah I., and Napoleon R., and a host of other near relatives and friends.

J. M. Anderson.

U. S. F. A. to Publish Code Book

The United States Fisheries Association takes great pleasure in announcing to the fresh fish distributors and shippers that copies of the U. S. F. A. Telegraph Code Book will be ready for distribution and use in a few weeks. The publication of this code book was undertaken after a thorough canvass of representative dealers in all parts of the United States. It was found that thousands of dollars are spent every year by the fresh fish trade in lengthy telegrams that can easily be expressed in two or three code words, and the savings effected by using the code will amount to a considerable sum.

The material used has been compiled and published with the approval and under the auspices of the Association, by the American Code Company of New York City. Valuable material has been contributed not only by members of the U. S. F. A., but also by certain State officials who are interested in the work.

NEWS OF THE BOATYARDS

FRANKLIN G. POST

Mystic, Conn.

This yard reports the following boats under construction or recently completed.

Boat No. 1. Name, Tern; launched, April 1st; cruiser type; length, 45'; beam, 11'; draft, 3½'; tonnage, 12. Built for Connecticut State Fish & Game Commission and designed by Mr. Post. This cruiser is equipped with a 165 H. P. Dolphin type, Sterling engine, Columbian propeller, and has an estimated speed of 16 m.p.h.

Boat No. 2. Name, Arlene; launched, April 10th; fisherman type; length, 35'; beam, 10½'; draft, 3'; tonnage, 8. This boat was also designed by Mr. Post for Ansel Taylor, Hyannis, Mass., to be used for fishing. It is equipped with a 40 H. P., 4-cycle, Lathrop engine, Columbian propeller, and speed is estimated at 10 m.p.h.

Boat No. 3. Name, Gordon T.; launched, April 17th; fisherman type; length, 40'; beam, 12'; draft, 5'; tonnage, 10. This boat was built from designs of Mr. Post for Benj. Tuthill, Montauk, Long Island. She is equipped with a 50 H. P. 4-cycle Frisbie engine and Columbian propeller. Estimated speed of 8 m.p.h.

Mr. Post also reports briefly the following three boats under construction: A 45' cruiser for Edmond H. Guerin of Woonsocket, R. I.; a 30' water boat for Capt. S. M. Marsters of New London, Conn.; and a 30' day cruiser for Mr. A. E. Whitney of New York.

MORSE SHIPYARD AT NOANK BURNS

Fire, believed to have started from a cigarette carelessly dropped into a pile of shavings, totally destroyed the shipyard of the Charles W. Morse interests at Noank, Conn., May 19, at a loss of approximately \$150,000.

The spread of the flames was rapid and fanned by a westerly wind, enveloped the entire properties of the company within an hour despite the efforts of pumping engines from surrounding towns and from Westerly, R. I.

Low tide seriously hampered the operations of the apparatus and there was little force to the pumps. Five fire boats from the Merritt-Chapman and Scott Corporation came to the assistance of the pumping engines, but were unable to do more than assist in saving the fleet of menhaden steamers and a fleet of small pleasure craft tied up at the wharf.

GREENWICH YACHT YARD

Greenwich, Conn.

Have under construction, to be launched in May, a V-bottom express cruiser; designed by builder; length 55'; beam 11'; draft 3'; estimated speed, 20-22 m.p.h.; engines, 2 Hall-Scott 200 h.p. with Hyde propeller.

In this new department it is our purpose to publish regularly news of the activities of the ship and boatyards of the Atlantic.

Items in this department are published without charge. Send them in.

CASEY BOATBUILDING CO.

Fairhaven, Mass.

At this yard a 26 foot auxiliary sloop has just been completed for Mayor Perry M. Wall, Tarpon, Fla. This boat has an 8 foot, 6 inch beam; 4 foot, 3 inch draft, and is powered with a 6 H. P. Palmer motor. On the first trip made by this craft it covered the distance from New Bedford to Glen Cove, 160 miles, in 20 hours. On another occasion the engine was run continuously for 34 hours on 20 gallons of gasoline, making about 10 miles per gallon.

This company has under construction three more boats that are exact duplicates of the above, both as to size and power, for Paul Runyan, New Bedford; Rufus F. Soule, Jr., treasurer Soule Mill, New Bedford, and Talbot Aldrich, 60 State Street, Boston.

WILBUR MORSE

Friendship, Me.

This yard has under construction for Capt. Dan Mullin, New Bedford, Mass., a 90 foot fishing vessel, 20 foot beam and 8 foot draft, which it is expected will be launched the latter part of August. This schooner will be powered with a 100 H. P. Fairbanks Morse "C. O." engine, and will take a 48x36 Hyde propeller.

RICHARD T. GREEN COMPANY

Chelsea, Mass.

This concern is building four 12-foot row boats for the City of Boston, and one 18-foot semi-speed boat for the Massachusetts State Police. The motor boat is to be powered with a 14-20 Redwing motor.

J. M. VINCENT

Vineyard Haven, Mass.

This yard has not at the present time any boats under construction, but are busy repairing and painting fishing boats and pleasure craft.

H. PINKHAM

Brunswick, Maine

While this yard has no new boats under construction at present, considerable painting and repairing of small boats is being done.

ISRAEL SNOW, Jr.

New Castle, Maine

The following boat is being built at the above yards: Hull No. 1, started April 5th; probable launching, June 1st; type, motor, for scallop fishing; length, 50'; beam, 14'; draft, 4'; to be equipped with a 30 H. P. oil engine, make undecided. This boat is being built for Arthur Bain, Rockland, Maine, and speed is estimated at 12 m.p.h.

Mr. Snow has just started building and is now in a position to handle one more boat. He has a 110' building shed fully equipped with machinery and tools. This yard also carries a full line of boat building material for retail or wholesale trade.

E. H. BROWN

Taunton, Mass.

This yard reports the following two boats under construction at present:

Boat No. 1. Unnamed; started, Feb. 15th; finished, June 30th; type, V-bottom speed boat; designed by Hackley; length, 28'; beam, 6' 8"; draft, 2'; estimated speed 28 m.p.h. This boat is being built for Willard Ormsby, Taunton, Mass., and will probably be equipped with a Hall-Scott 125 H. P. 4-cycle engine and Hyde propeller.

Boat No. 2. Unnamed; started, Feb.; type V-bottom; designed by Hand; length, 28'; beam, 6' 6"; draft, 3'. This boat is now in frame and could be finished to suit purchaser.

SHILLINGSBURG CO.

Greenwich, N. J.

This yard reports that they have no new construction at present, but have a considerable amount of repair work on hand.

GEO. P. SPENCER

Cos Cob, Conn.

Reports that he has not taken on any new construction but has 42 boats hauled out for storage and repairs. The repairs and alterations have kept the yard busy all winter, and the spring fitting out which has just started will keep them rushed to capacity until July or August.

J. H. PERRINE

Barnegat, N. J.

Work has been started at this yard on 40 sail boats of standardized type; length, 15'; beam, 6'; draft, 6".

ATLANTIC COAST CO.

Thomaston, Me.

Report that they do not build any boats now, but have a marine railway and are doing considerable repair work.

National Fish Policies

SECRETARY HOOVER, in a recent speech before the Isaak Walton League in Chicago, made a strong plea for the conservation of the fish of our coastal waters and outlined the plans of his department to cope with the present serious situation.

That part of his address which has to do with the commercial fisheries of the East follows:

I scarcely need to traverse the fact that the surface of our globe is about three-quarters water and one-quarter land; that a large part of the land can never be made to grow food, but that all of this water from its surface to its plumbless depths teems with animal life mostly planting itself, growing up of its own volition free of mortgages waiting to be taken and landed into our national food supply.

Our troubles do not, like other industries, arise from any scientific revolution in the method of fishing. With all the advance of science and industry we have made little change in the method of catching fish for food since prehistoric man. We have transformed the prehistoric bone hook and plaited net only by the substitution of iron and factory made cord. We have adopted a few devices for fooling the fish. We have exchanged only steam and gas for sail. Our troubles arise because of the vast increase of the multitude of men on earth in ratio to the fish, and the quarrels that they have set up over their respective rights.

When this human animal begins to quarrel over his rights he at once demands that Government intervene,—and thus the problem becomes one of government. There is a particular belief that goes amongst most fishermen and that is that he has a divine right to unlimited fish. He has inherited this notion from ten thousand generations of free fishermen. Moreover the non-fishing human animal is convinced he has a right to throw anything he likes into the water even if it poisons the fish. It is only during the last two or three generations that he has pursued these rights so vigorously as to land himself into the clutches of the government. And these problems are primarily concerned with over-fishing, accompanied by the useless destruction of fish, inadequate propagation and therefore a depletion of our supplies.

This ruthless depletion of our great food and game fisheries is no facetious matter. It is an encroachment into a vital source of national food. It is a destruction of an heritage for our children. The history of our food fisheries over the last fifty years is a melancholy book that would have taken some of the calm and optimism out of Isaak Walton. At one time our littoral waters teemed with huge runs of salmon, shad, and sturgeon. But they were easy of capture because they come right up to the fishermen's hands once a year enroute to spawn in our streams.

Despite some feeble limitations imposed by state law, we have witnessed the practical destruction of the whole of the salmon, the shad, and sturgeon from the Atlantic coast. We have seen the destruction of salmon along the Pacific coast until finally there is but one large salmon fishery remaining—that upon the Alaskan coast where we still take fifty million dollars a year in fish. But even Alaska, with the demonic assistance of the tin can, will—unless it is vigorously restrained—have been lost in another ten years.

Nor is depletion confined to the great migrating varieties of littoral fish. The deep-sea fisheries—the huge schools of cod, herring, mackerel and halibut have also been invaded. And beyond this again we have the increasing depletion of our inland waters and streams.

When we examine the reasons why restraint has not been levied against this destruction, we find there are three forces most responsible: The first is the disintegrating conflict of States' rights; the second, the disintegrating conflict of international rights; the third, the disintegrating conflict between

extremists who have never fished for fun and therefore are without the spirit of compromise and the other spiritual training that comes to good fishermen. In the formulation of the Constitution we left the right to fish—both on land and upon their coastal waters—to the State authorities. There are no state lines in fish or if there are the fish do not know it. A state is usually willing to urge restraint on the others after it has destroyed its own fish and it is always willing to urge the Federal government to build a hatchery. It has never been possible to secure cohesion of action between the many sectors on this battle to save the fish. Fishing comprises a considerable industry in all our seaboard states. The demands of the industry are always loud and strong in the politics of those states. To have restrictions thrown about their livelihood in the interest of the future generations has never been palatable to them.

Our experts inform me that although the great migratory varieties are commercially destroyed, yet the whole of them could be restored if we would set about it in earnest. It will never be possible to do it except the states be willing to concede full authority to some central body. I do not suggest another amendment to the constitution transferring state authority to the Federal government. But I do now put forward to you the proposition that a series of interstate compacts transferring absolute control of certain species of fish to independent authorities would rebuild to the nation a new and vital food resource in a single generation worth more than a dozen land reclamation projects.

The great varieties of open sea fish outside of the three-mile limit are in a measure under control of the Federal government because they are international property. Our history teems with treaties made in constructive endeavor to preserve them and the equitable national rights of fishermen. Fisheries on our open sea, partly due to our ability to secure this international action, have been less damaged than those in our littoral waters. The humble herring, the noble cod, the succulent halibut, the treasured mackerel, have often been the scene of international dispute; and yet somehow we have in the main preserved the source of supply. Our success in this field under central authority bespeaks the necessity for centralized action in littoral fish. . . .

Our Federal government has one authority over our littoral fish. That is the saving of our Alaskan fisheries before it is too late. In this it cannot deny its responsibility. For the past three years, I have endeavored earnestly to secure measures of effective conservation of this fishery. I am glad to report to you that during the past week a bill has passed the House of Representatives which at last opens a promise of effective control. . . .

There is another phase of this problem of the preservation of our fisheries. It has implications, both Federal and State; and that is the problem of pollution. Here again is a most controversial subject. It has a multitude of terminology, complications, and a lack of understanding. . . . There are as many opinions about the subject as there are minds considering it. Pollution is not being dealt with in any calm or contemplative mood.

I am not going to offer you a solution for the whole problem. Pollution comes from a hundred sources. It exists in different waters in varying degrees: ships, factories, coal mines, chemical works, cities and towns—to mention only a few—all make their contribution to waste and refuse in the waters which furnish the easiest way of disposing of them. Most of them damage the fish. Some of them are enormous in their damage. . . .

I do not believe we can ever solve this whole problem at once. A situation so complex must be approached gradually, taking one sector at a time, through actual experience of one learning more competent methods through the handling of others. Wisdom is more usually a question of knowing what to do next rather than of knowing the ultimate.

The worst pollution in our coastal waters is that of oil.

(Continued on Page 32)



Each of Crew Earns \$400 in Three Weeks

Halibut fishing is ordinarily pretty much of a gamble, but in the case of the schooner Ingomar the skipper, cook and all hands fared mighty well for the three weeks beginning May 2. May 27 the vessel tied up at the South Boston pier and Captain Olsen haled 47,000 pounds of fresh fish for which the schooner received \$16,000, and each of the crew was paid \$400. This trip is said to be one of the most profitable on record in the halibut fishery.

Hands Get \$500 for Week's Work

For one week's work the Portland gill-netting vessel Miranda II. earned a total amount of \$1,800, giving each man aboard a stock of about \$500.

Fisherman's luck, that ever changing gift of Dame Fortune, showered all of its blessings upon Captain Ole Christiensen, skipper of the Miranda II., and his crew this week.

Every day the sturdy vessel plowed her way out to the fishing grounds, and with every haul the craft's nets were well filled.

Some local dealer weighed out from 6,000

PHOTOGRAPHS OF VESSELS Old Whaleships — Yachts

Racing Fishermen

By

ALBERT COOK CHURCH

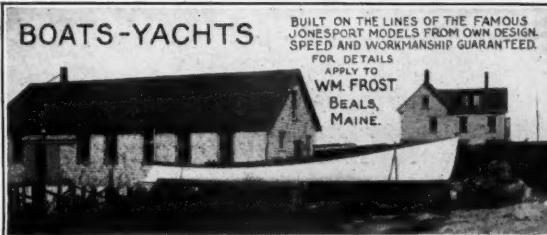
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BOAT MATERIALS OF ALL KINDS

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Engines installed.

Write for an estimate on your requirements.

ROCKLAND, MAINE

ATLANTIC FISHERMAN'S ALMANAC

for 1924

Twenty-Five Cents

The Fishing Vessel Mart

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CHRONOMETER WANTED

Want to buy an English chronometer in good running condition, preferably a Frodsham. State make and price. Address C. C. Markham, Guilford, Conn.

57-FOOTER FOR SALE

L. W. L. 50 feet; beam 14 feet 6 inches. 60 H. P. Bridgeport Motor. Electric lights and electric self starter. Address B. H.

WANTS CENTER-BOARD KNOCK-ABOUT

25 feet overall; no house or cabin; engine not essential; might consider larger vessel. Address A. K.

15 H. P. ENGINE FOR SALE

\$125 buys a 15 H. P., 2-cycle marine engine with magneto and reverse gear. All in good condition. Address L. F.

ENGINE FOR SALE

Palmer engine, 4 cycle, 4 cylinder, 45-50 H. P.; reverse gear and magneto; type N K 4. Thoroughly rebuilt and guaranteed. Price \$1200. Address L. E.

RUNABOUT FOR SALE

22½ feet x 5 feet, 6 inches x 2 feet mahogany finish; 9 H. P. 2-cylinder Hubbard engine; 12 miles per hour. Engine and hull A-1 condition. No junk. \$550 for quick sale. W. L. Anderson, Yarmouth Port, Mass.

35-FOOTER FOR SALE

11½ feet beam; 4 feet draft; 22 H. P. Wolverine engine. Built by A. M. True, Amesbury, Mass., two years ago. Fully equipped for any kind of fishing. Price \$3800. Address L. R.

FOR SALE

New STEEL STEAM TRAWLER 152 ft. Overall, 24 ft. Beam, 15½ ft. depth of Hold. Equipped with a 550 H. P. Triple Expansion Engine, Two Scotch Boilers, 180 pounds working steam pressure.

1 Large Double Drum Steam FISH-WINCH manufactured by The Meade-Morrison Co.

2 FISH HOISTING STEAM WINCHES.

Heavy I Beam Gallows Frames, Bollards, Sheaves, Heavy Iron Blocks for Gallows Frames, etc., etc. All fittings for Beam Trawlers. Write for estimates for building any type of wood or steel vessels.

Rice Brothers Corporation
Wood and Steel Shipbuilders
EAST BOOTHBAY, MAINE

26-FOOTER FOR SALE

Eldredge built; sound and tight beam trawl and lobster fishing R. D. boat; fish well; Frisbie 10 H. P. 4-cycle with hoist; Paragon reverse gear. All in best condition. Bargain at \$600 for quick sale. Seen at Greenport, N. Y. Address B. N.

16 H. P. LATHROP

Lathrop, 4 cycle, 2 cylinder, 16 H. P. engine for sale. Reverse gear and magneto. Thoroughly rebuilt and guaranteed. Price \$325. Address L. D.

FOR SALE

100 H. P. Fairbanks Morse C. O. oil engine, new oiling system attached, in first class condition almost like new; including generator, storage battery and cutout, extra fuel pump for day tank. Can be seen at Paul Bordt's Machine Shop, Pooles Lane, Sheepscott Bay, Brooklyn, N. Y.

FOR SALE

38-footer, 9 to 10-foot beam, deck boat, with pilot house, hunting cabin, 16 H. P. Lothrop, perfect condition, \$600. Used very little. Address B. O.

BOAT BARGAIN

For Sale—Open power boat 25 feet long and 6 foot, 4 inch beam; 12 H. P. Lathrop, 2 cyl. m. and b. engine, 3 years old; reverse gear; V hull. Good sea boat, speedy. Step mast and sprit-sail. Good condition. Address C. K.

FOR SALE

1 Automatic Water Plant complete with 70 gallon tank and motor to operate from 32 volt light system. Capacity, 100 G. P. H. Absolutely new. Price \$85. Address L. C.

AUXILIARY SLOOP FOR SALE

Fine sloop, fitted for flounder dragging; 39 feet long; 14 feet wide; 4½ feet draft; 35 H. P. Palmer N. K. 3 Motor; new Lathrop hoister; 4 flounder nets; 2 sea scallop nets; and 2 sets cutting boards. Electric lights. Price \$2600. Can be seen at West Sayville, L. I., New York. Address L. S.

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Eleven hundred tons dead weight capacity, in A-1 condition. Built in Maine. Would like an offer. Address B. M.

SLOOP FOR SALE

49½ feet long; 14½ feet beam; 5 feet draft. 36 H. P. engine with hoist and good set of sails. Sloop 5 years old and in first class condition. Good living quarters with six berths. Will carry 12 tons of ice. Price \$2800. Address B. P.

REMODELED CAT RIG

Copper fastened 31-footer for sale. 31 feet long and 12-foot beam, draft 3 feet. Cat rigged, sound and tight. Address B. J.

50-FOOTER WANTED

Would like to buy a good all-round fishing boat of about 50 feet. Address L. I.

AN ENGINE BARGAIN

24 H. P. 2-cycle Lathrop gasoline engine; uses very little fuel; recently overhauled; in A1 condition. Price \$275. Address B. R.

ENGINE FOR SALE

7 H. P. 2-cycle Lathrop gasoline engine, with one way clutch. Used very little. Perfect condition. 20x26 Hyde wheel. Price \$125.00. Address L. G.

WANTED—WATCHES

To repair. Thirty years experience; Work guaranteed. Reasonable compensation. Send by Parcel Post or Express. C. C. Markham, Guilford, Conn.

40-FOOTER FOR SALE

40-foot flush deck boat, 15 feet wide; 4 feet draft. Engine in cabin; pilot house; boat three months old; all in first class condition. Address E. M.

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FISHING EQUIPMENT*

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over 5 lines

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A LIST OF REBUILT ENGINES		
1-6 H. P. Single Cylinder 2 Cycle Lathrop	\$85.00	
2-6 H. P. Single Cylinder 2 Cycle Bridgeports	95.00	Each
1-6 H. P. Single Cylinder 4 Cycle Wolverine	95.00	
1-9 H. P. Two Cylinder 2 Cycle Bridgeport	225.00	
The above engine is complete with reverse gear, shaft, and propeller.		
1-10 H. P. Two Cylinder 4 Cycle Palmer with reverse gear	\$275.00	
1-10 H. P. Two Cylinder 2 Cycle Roberts with Shaft & Propeller	85.00	
1-24 H. P. Two Cylinder 2 Cycle Lathrop	275.00	
1-35 H. P. Four Cylinder 4 Cycle Teels	450.00	
1-374 H. P. Three Cylinder 4 Cycle Dodge Heavy Oil	1900.00	
1-65-75 H. P. Four Cylinder 4 Cycle Standard	1500.00	

These engines have been thoroughly overhauled and put in first class condition. Investigate these engines before you buy! See how much better you can do for your money!

BYRON N. SELLERS, INC.
111 Haverhill Street Boston, Mass.

Wrecked on the Feejees

(Continued from Page 16)

captain ordered a musket fired over their heads as they were crossing the bow, but they paid no regard to it. They came alongside on both sides. We tried to entice them on board, but they would not come. Each one held his spear in his hand ready for use.

Finding there was nothing to be got from them we braced forward the main yard and soon left them astern. They continued following us for some time. Thinking they might come on board

we again backed the maintopsail and let them come alongside. They clambered out of their canoes into the main and mizzen chains still grasping their spears. Capt. Archer turned back-to to them and stooped to take something off the hen-coop, when a fellow in the mizzen chains let fly his spear at his head. It grazed his neck hard enough to break the skin. A volley was immediately fired upon them on both sides, and some were run through with boarding pikes. They all jumped or fell overboard. We cut adrift their canoes from alongside, braced full, and left them to pick up their dead and wounded. Some of the crew were anxious to attack them, but Capt. Archer told them there had been too much blood shed already.

This island was nearly covered with coconut trees. These warriors were very dark colored. There were a few women with them who were much lighter colored and had remarkably smooth skins. They had nothing in their canoes except instruments of war consisting of spears, lances and clubs. Some of them had on necklaces made of hair very neatly braided and where the ends were fastened they had a finger nail secured on.

(To be Continued)

Clipper Fishermen and Men Who Built Them

(Continued from Page 22)

Vessels of this general type were produced for some years, and splendid vessels they were, fast and seaworthy, and easily handled. They prevailed until Tom McManus brought out the Benjamin Phillips and others of that type, which were the forerunners of the round or spoon bow fleet that during the past few years have become so numerous, culminating in such as the Mayflower and Columbia, the acknowledged queens of the fleet at the present time.

So we find, after all, that the history of the fishing vessel is practically the history of Essex, in a general way, for her townsmen built the early craft which first formed the basis of the Gloucester fleet, and today, when wooden shipbuilding has almost passed as a lost art, the master shipwrights of Essex still maintain the old tradition.



E. B. TUTHILL & CO. MONTAUK, L. I., N. Y.

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GASOLINE, FUEL OIL, ICE, GROCERIES, FISHERMEN'S SUPPLIES OF ALL KINDS

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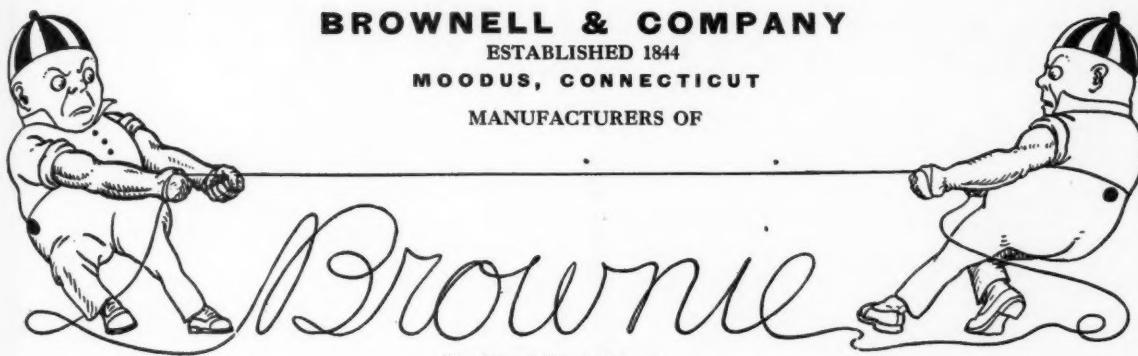
That's the reputation of the "HARTFORD" gained after nineteen years of proven ability to make good under all kinds of conditions. The fact that over 90 per cent of the "HARTFORD" motors sold each year are installed in fishing and working boats should convince you that the "HARTFORD" has the staying qualities necessary to withstand severe and continuous service. If you want real motor service with practically no cost for upkeep, get a "HARTFORD."

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MANUFACTURERS OF



Maitre Cord Lobster Twine Cotton Twines for All Requirements

If your dealer does not carry them order direct for prompt parcel post shipment

Our Washington Letter

(Continued from Page 14)

houses of Congress with him. He is the Republican party's biggest asset, and is a whole political platform in himself.

The Democrats are still at sea over their nominee for President. McAdoo's friends claim they will have enough votes anyway to control the situation. Governor Smith of New York is having a temporary boom, but the Democrats will not dare to nominate him, probably, on account of his religion.

Underwood is out of it, except as a dark horse. Gov. Bryan of Nebraska is a name to conjure with, but will not get far. The Democrats toyed with a Bryan too many times. Ralston of Indiana is unknown, while Copeland of New York is dividing with Smith the affections of New York Democrats. Former Ambassador Davis is in the running, and strong in certain sections. But the country has about made up its mind that no man the Democrats can name will be able to defeat Coolidge.

Your readers will be interested to know something about the controversy over the Alaskan fisheries question. It is charged that the Department of Commerce has given over control of the salmon fisheries in Alaska to the fish and meat trust.

Senator Jones has introduced a bill for the protection of salmon.

The salmon fisheries of Alaska have brought a great part of the wealth of that section and its population. There are \$50,000,000 invested, and the value of the annual production is about \$30,000,000.

The Jones bill undertakes to conserve the salmon fisheries, and prevent further destruction. It makes it unlawful to erect or maintain traps, weirs, etc. within 500 yards of the mouth of any creek, stream or river into which the salmon run, and makes it unlawful to construct or fish with any traps within one mile of the mouth of any stream into which salmon are accustomed to run. Secretary Hoover says the proposed bill would eliminate 40 per cent of the 1923 traps and 65 per cent of the seining nets outside of Bristol Bay waters.

"Fighting Dan" Sutherland, the Delegate to Congress from Alaska, claims that Mr. Hoover has turned over the vast supply of Alaskan salmon to the salmon-packing canners, the trust, composed of the meat packers. Sutherland claims the bill offered by the House Committee on Merchant Marine and Fisheries and passed by the House, prohibits the Secretary of Commerce from granting any exclusive right of fishing, and is a good bill.



Does Your Boat Leak?

Send for Booklets—"HOW TO MAKE YOUR BOAT LEAKPROOF," and "MARINE GLUE—WHAT TO USE AND HOW TO USE IT." Any old boat so long as the frames are in fair condition can be made water tight by following the instructions in the above booklets. This applies to anything that floats from a dory to a schooner. Put your leak troubles up to us. We will help you to stop them.

JEFFERY'S MARINE GLUE

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L. W. FERDINAND & COMPANY, 152 KNEELAND STREET, BOSTON, MASS., U. S. A.

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ISLAND COTTON

LINEN
LONG STAPLE COTTON

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EAST HADDAM, CONN.

Results of Fish-Tagging Operations in New England

The records of recapture of 201 fish had been received up to April 26, 1924. It was noted with interest that codfish No. 15671 was recaptured on January 5, 1924, and No. 15697 on April 13, 1924, both by the same person fishing off Atlantic City, N. J. Codfish No. 15668 was recaptured on March 6 off Cape May, N. J. All three fish were tagged on October 6, 1923, on Nantucket Shoals, probably within the same hour of the day. Other instances of this kind are to be found among the present records, indicating that fish of the same school remain together for long periods or ultimately reach the same locality in their migrations.



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MARINE ENGINES

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CAMDEN ANCHOR-ROCKLAND MACHINE CO., Camden, Maine

National Fish Policies

(Continued from Page 26)

The increase in oil-burning and oil-carrying ships, the disposal of large quantities of oils through our sewers and from land plants is the most urgent and most dangerous of these pollutions. The oily matters from these quarters not only form a film on the water which stifles the fish but it finally coagulates into sticky masses which float round a while and finally wash up on the beaches or sink to the bottom. . . . Floating oil in our harbors has already been responsible for two disastrous fires in our ports. As I have said, our fish are stifled at the surface, and these sinking masses destroy our oyster and shellfish beds and give them a piquant asphalt flavor. Floating eggs, larvae, and young fish in our rivers and the sea are devastated, and when scientists tell us that when in the course of nature it takes a hundred million oyster eggs to produce one oyster, we run serious risk of having the one predestined egg drowned in a gob of bitumen. . . .

Oil is certainly one factor that we can attack at once. Legislation is pending before Congress to prohibit ships from dumping any oily substances in our territorial waters. It is only a beginning. It covers no pollution except that caused by oil from ships. It does not affect inland waters. It will not wholly cure even coastal pollution. Ships may still dump this seemingly indestructible substance beyond the three-mile limit, and there is always a minor proportion of pollution from land sources. To remedy open sea pollution we have international discussions in progress, for the other nations are as much alarmed as we. The legislation is pointed in the right direction. I hope it will receive your support. I should be glad to see it go further; but I am one of those who will take a half loaf any day rather than starve to death.

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**SHIPMATE RANGES**

Smallest Size
Body 18½ inches long

Largest Size
No limit to length

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A NEW Book for Fishermen
Marine Products of Commerce

Their Acquisition, Handling, Biological Aspects and the Science and Technology of Their Preparation and Preservation

By
DONALD K. TRESSLER, Ph. D.

THE most up-to-date methods of canning, salting, smoking, pickling, drying and freezing fish and fishery products are discussed in detail, and the methods of the fishery by-products industries are described.

The section on Characteristics of Marine Fishes; also the chapters on oysters, clams, shrimps, scallops, mussels, crabs, lobsters, turtles and terrapins should be of particular interest.

Other Chapters in the Book Include:

Economic Importance of Marine Products; Salt from Sea Water; The Refining of Sea-Salt and the Recovery of By-Products from Bittern; Iodine and Potash from Seaweeds—European and Japanese Processes; Potash from Kelp — The Pacific Coast Industry; Edible Algae and the Agar-Agar Industry; The Manufacture and Utilization of Alginic Acid and Other Miscellaneous Vegetable Products from the Sea; Pearls and the Pearl Industry — Pearl Essence; Mother-of-Pearl and Blister Pearls of Marine Origin; The Precious Coral Industry; The Importance of the Fisheries; Fishery Methods and Gear; Fish as Food — Characteristics of Fresh Fish; Appearance, Chemical Composition and Nutritive Value; Refrigeration and Cold Storage of Fish; The Principles of Fish Salting; The Salting of Cod and Other Ground Fish; Salting of Other Fish; Herring, Alewives, Mackerel, Salmon, Mullet, and Other Fish; The Preservation of Fish by Smoking and Drying; Canning of Fish and Fish Products; Miscellaneous Process of Preserving Fish; Fish By-Products — Fish Oils; Liver Oils; Fish Scrap Fertilizer; Fish-Meal; Fish Glue and Isinglass; Manufacture of Leather from Marine Sources; Miscellaneous Shell-Fish Industries of the United States; The Whaling Industry, Porpoises and Dolphins; Seals and Walruses; Commercial Sponges; Problems of the Fishery Industries; Statistics.

760 Pages — 257 Illustrations — Price \$9.00

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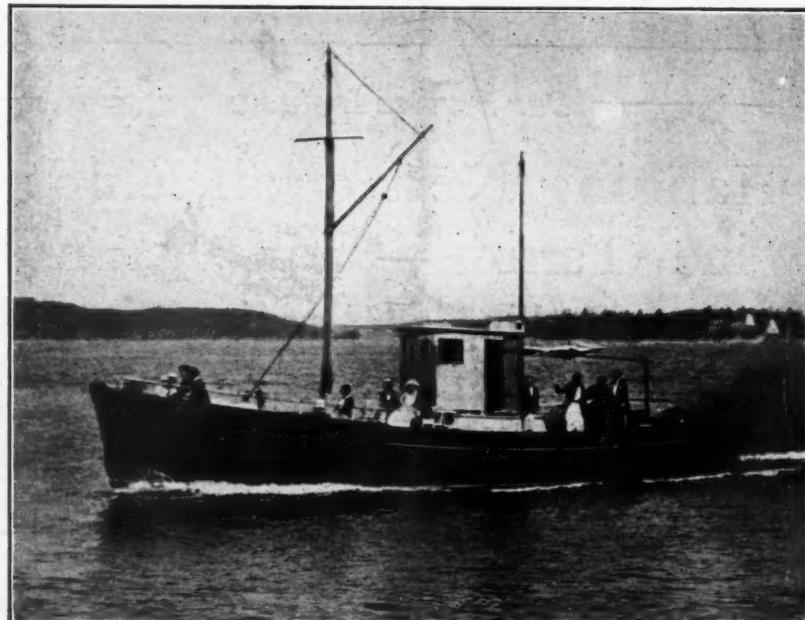
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IN ALL branches of fishing, from Cape Breton to the Gulf, the most popular heavy duty engine is the rugged "C-O".

Cass Brackett's "Novelty" is typical of the powerful craft used in the lobster and shore fishing business in the Gulf of Maine. A 45 H. P. Fairbanks-Morse "C-O" Marine Oil Engine drives this 61-footer eleven miles per hour—drives her day in and day out at the least cost per mile.



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"C-O" engines, 30 H. P. to 300 H. P. economically use low-priced fuel oils. No trouble-giving parts—easy to start—simple to operate. Automatic governor prevents engine racing in heavy weather. Close speed control gives flexible power essential for fishing. Get full particulars about this better, more economical work boat power.

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